

# The Hongkong Telegraph

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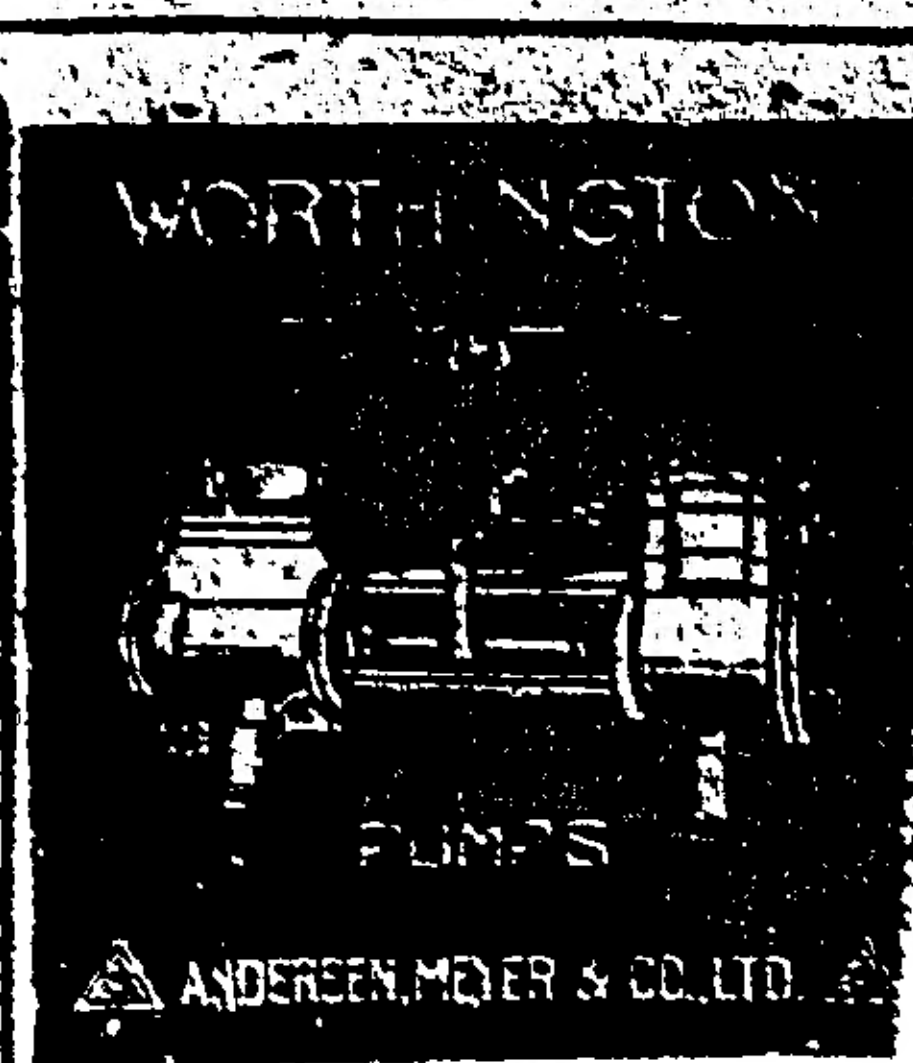
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TUESDAY, FEBRUARY 21, 1922.

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## THE RUSSIAN FAMINE.

No British Relief Diverted to Bolshevik Army.

(Reuter's Service.)

London, February 20.  
In the House of Commons at question time, Sir Philip Greaves said that he was unable to give reliable figures in regard to the number affected by the famine in Russia or who had died of starvation, but undoubtedly the situation in some parts of the famine area was most dangerous. He mentioned that Sir Benjamin Robertson had opined that, owing to the inadequacy of Russian transport, no more imports of foodstuffs than those already arranged to mid-April could be dealt with.

No British relief had been diverted to feed the Bolshevik army or to maintain the Soviet Government, and, as far as the Government was aware, this also applied to contributions from other countries.

## TRIBUTES TO MR. BALFOUR.

### U.S. Ambassador's Eulogy.

London, February 20.

Unstinted praise was lavished upon Mr. Balfour at the Pilgrims Club's dinner at the Hotel Victoria. The Duke of York paid a tribute to the pilgrims of his geniality, transparent kindness, profound knowledge, and untiring energy. The American Ambassador, Col. Harvey, declared that Mr. Balfour had enshrined himself in the hearts of the American people. Anglo-American relations had come down from the air and now rest on solid ground. He rejoiced that peace in the Pacific was assured, since the Senate's ratification of the Washington decisions was certain and would come much sooner than was commonly anticipated.

## BIGLAND ACQUITTED.

Judge Criticises Mr. Bottomley.

London, February 20.

Following the acquittal of the Birmingham printer, Bigland, at the Shropshire Assizes on Saturday, on a charge of inciting to extortion, money from Mr. Horatio Bottomley, M.P., and Mr. Justice Darling's severe comments on Mr. Bottomley's failure to go into the witness-box to refute Bigland's serious allegations of wrongdoing, Mr. Bottomley has written the Public Prosecutor, inviting him to send a representative to whom he (Mr. Bottomley) will make a detailed statement which could be used as evidence, if necessary, and will produce every available document he possesses.

## NEGOTIATING THE PACIFIC TREATY.

### No Secret Undertakings

Washington, February 20.

In the Senate, President Harding, replying to the resolution mentioned in a cable of the 16th inst., said it was impossible to furnish the required information, because most of the negotiations were conducted without a record. It would be incompatible with public interest to disclose confidential negotiations between the Powers concerned. The President declared that there were no concealed undertakings or secret exchanges of notes.

[The cable referred to stated that the Senate had asked President Harding for full information respecting the negotiations in regard to the Pacific treaty.]

## INDIA'S TEA CROP.

### Reduced Production.

London, February 20.

Cabled particulars of the Indian tea crop position show a total crop in the north-east of India on the 2nd inst. estimated at 242,000,000 lbs. compared with 311,000,000 lbs. in 1920, of which 228,750,000 lbs. are accounted for as follows: 136,750,000, shipped; 41,750,000 lbs. to be shipped; 42,125,000 lbs. sold at Calcutta; 7,750,000 lbs. awaiting sale at Calcutta. This leaves a balance of 13,000,000 lbs., which may be accounted for by stocks in transit.

## WORLD-WIDE WHEAT-SELLING SCHEME.

### Plans for Gigantic Organisation.

Sydney, February 20.

It is reported that plans have been prepared for the formation of a gigantic world-wide co-operative wheat-marketing organisation which will eventually control the crops of Canada, the United States, and Australia.

Mr. Trethowan, the chairman of the voluntary wheat pool, is going to Canada and the United States en route to London to consult wheat organisations regarding the scheme.

## MIXED COMMISSION ON DISARMAMENT.

### Powers To State Requirements.

Paris, February 20.

In accordance with the League of Nations' resolution, a mixed commission, consisting of six civilians, six military men, four economists and financiers, three employers, and three Labour representatives, met to discuss the reduction of armaments and decided to ask all the Governments what armaments they considered necessary for national defence and international obligations.

## DISPOSITION OF EX-GERMAN CABLES.

Washington, February 20.

Delegates of Britain, America, Japan, France, and Italy will attend a conference on the 23rd inst. to discuss the disposition of the ex-German cables in the Atlantic, also to ratify the Washington decisions distributing the ex-German Pacific cables among Japan, America, and the Netherlands.

## U.S. Senate Agrees to Yap Treaty.

After an hour's debate the Foreign Relations Committee of the Senate, by 10 votes to 1, reported in favour of the Yap treaty.

(Continued on page 7.)

## DERBY DAY AT THE RACES.

### EXCITING WIN FOR SUN STAR.

#### DESCRIPTION OF THE RACE.

Interest at the Races to-day centred in the Derby. After the performances of the most favoured ponies yesterday Roman Pride stood out as the favourite, though there was enough uncertainty in the event to make the classic race one of the most interesting in recent years.

As events turned out, eight runners were posted, but Dunoon (Mr. White up) was later withdrawn. A significant fact was that Mr. Potts, the winner of the Derby for three years in succession, had no candidate running. Cutty Sark King was given a trial canter early in the morning, but was still lame. Roman Pride was made favourite.

It was a very poor start. Martial Dahlia got the best of it, Roman Pride being badly left. Going up the incline, Martial Dahlia led from Sunstar, Sincerity Dahlia, Toyshop, New Year's Gift, Flying Mouse and Roman Pride, in the order given. Coming into the straight for the first time, Martial Dahlia still led the field, with Sunstar second. Sincerity Dahlia third. New Year's Gift fourth, Flying Mouse fifth, Roman Pride sixth and Toyshop last. Passing the Judge's box, Sunstar was in first position, followed next by Martial Dahlia, with Sincerity Dahlia third, New Year's Gift and Flying Mouse abreast, and Toyshop and Roman Pride close her last. At the foot of the stand, Sunstar had increased his lead to three lengths, with Martial Dahlia and Sincerity Dahlia next, on level terms. Flying Mouse fourth and the others strong out. Going up the incline, New Year's Gift dropped out. Sunstar was still showing the way, Martial Dahlia was occupying second place, and Flying Mouse had supplanted the other Dahlia for third place. Roman Pride was fifth and Toyshop last. The last-named gave up at the Rock. Reaching the village bend, Sunstar had a two lengths' lead and Roman Pride had gone up into second position. Flying Mouse being third, Sincerity Dahlia fourth and Martial Dahlia last, losing ground. In the home straight there was a great fight between Roman Pride and Sunstar. Outstripping the others, they were running neck and neck, whilst Flying Mouse and Sincerity Dahlia were having a similar tussle for third place. Sunstar passed the post half a length in front of the favourite, Roman Pride, the others being many lengths behind.

There was great excitement in the owners' stand over the finish, the owner of the winner, Mr. Birkett, being congratulated very heartily, whilst the crowd, gave pony and jockey a great ovation. It was evidently a very popular win.

A summary of the successes of owners and jockeys yesterday is as follows:

Owners.

1st. 2nd. 3rd.

Sir Paul ..... 2 1 1

Messrs. Potts and Hayin ..... 1 - 3

Lady Chater ..... 1 - 1\*

Sir Ellis Kadoorie ..... 1 - -

Dr. Forsyth ..... 1 - -

Mr. Topside ..... 1 - -

Mr. G. C. Maxon ..... 1 - -

Messrs. Stephen and Stitt ..... 1 - -

Mr. Hector Sassoon ..... 1 - -

Hon. Mr. A. G. Stephen ..... 1 - -

Mr. Gilpin ..... 2 - -

Mr. John Peel ..... 2 - -

Mr. H. Birkett ..... 1 1 -

Mr. J. Bell Irving ..... 1 1\*

Mr. Aikure ..... 1 - -

Mr. H. Humphreys ..... 1 - -

Mr. Towers ..... 1 - -

Mr. A. A. Alves ..... 1 - -

Mr. Dynasty ..... 1 - -

Mr. R. Macgregor ..... 1 - -

Mr. C. R. Thompson ..... 1 - -

Dr. Kew ..... 1 - -

Mr. Duds ..... 1 - -

\* Dead heat.

Riders.	1st.	2nd.	3rd.
Mr. Hill	4	-	4
Mr. Vinda	2	-	1*
Mr. Pinkerton	2	-	-
Mr. Doyle	1	2	1
Mr. Burkill	1	1	1
Mr. Moller	1	-	-
Mr. Knoll	-	5	-
Mr. Dupree	-	3	1
Mr. White	-	-	1
Mr. Bell Irving	-	-	1*
Mr. Thompson	-	-	1
Mr. Remedios	-	-	1
* Dead heat.			

The weather to-day was distinctly on the dull side and the rather cold east wind blowing made conditions none too bright. In spite of this, however, there was a large crowd present.

The Band of the King's (Liverpool) Regiment, under bandmaster H. D. Hemley, rendered an enjoyable programme of music. H. E. the Governor and Lady Stubbs arrived just before the first race began.

To-day's results are as follows:

1.-THE JOCKEY CUP.—Winner \$200. Second \$200. Third \$100. For Subscription Grifins of any Season. To be ridden by Jockeys who have not had more than three winning mounts previous to this Meeting at Hongkong or China. Value \$1,000. Weight for inches as per scale. Winners to ride. Entrance \$10. One Mile and a quarter.

Mr. Bell-Irving's Miserrimus Doleful (Mr. Thompson) 1

Dr. Forsyth's Neston (Mr. Doyle) 2

H. E. Sir Edward Stubbs' The Don (Mr. Spragge) 3

There were 12 starters.

Won by five lengths, a length and a half separating the second and third.

Time: 2 mins 60.15 secs.

Pari Mutuel: Winner: \$11.49. Places \$6.00; \$5.10; \$17.10.

Cash Sweep: Ticket No. 219 1st. \$1,113.70

307 2nd. \$ 318.20

195 3rd. \$ 199.10

\$25 Tickets and Commission \$ 679.00

\$4,270.00

\$25 Tickets:—133, 491, 70, 30, 354, 170, 232, 32, 323.

2.-THE EXCHANGE PLATE.—Presented by the Bankers and Exchange Brokers of Hongkong. Value \$1,000. To be ridden by Jockeys who have not won more than one Race allowed 10lb. (Jockey allowance.) Entrance \$10. Five Furlongs.

Sir Paul's Sportsman Dahlia (Mr. Vids) 1

Messrs. Stephen & Stitt's Benz (Mr. Pinkerton) 2

Mr. Henry Humphreys' Speckled Mouse (Mr. Doyle) 3

There were 11 starters.

Won by half a length, three-quarters of a length separating the second and third.

Time: 1 min. 15.35 secs.

Pari Mutuel: Winner: \$16.00. Places \$7.10; \$7.20; \$11.00.

Cash Sweep: Ticket No. 1082 1st. \$1,780.00

1350 2nd. \$1,080.00

253 3rd. \$ 540.00

\$25 Tickets and Commission \$1,600.00

\$7,000.00

\$25 Tickets:—640, 433, 565, 12, 144, 1017, 786, 1133.

3.-THE LUSITANO CUP.—Presented by the Members of the Club Lusitano, with \$400 added to the Winner. Second to receive \$200. Third \$100. For "A" Class Subscription Grifins. Weight for inches as per scale. (Jockey allowance.) Winners 7lb. extra. Unplaced runners allowed 2lb. Entrance \$10. One Mile and a half.

Mr. H. Birkett's Sunstar (Mr. Doyle) 1

Mr. H. Birkett's Sunshine Star (Mr. Doyle) 2

Sir Paul's Defiance Dahlia (Mr. Burkill) 3

There were eight starters.

Won by many lengths, a short head separating the second and third.

Time: 2 mins 46.5/5 secs.

Pari Mutuel: Winner: \$9.50. Places \$5.20; \$5.30; \$5.90.

Cash Sweep: Ticket No. 227 1st. \$3,474.10

1080 2nd. \$ 992.60

47 3rd. \$ 496.30

\$25 Tickets and Commission \$1,392.00

\$6,360.00

\$25 Tickets:—639, 544, 1164, 406, 45.

## Mr. H. Birkett's Sunstar

Mr. H. Birkett's Sunstar (Mr. Doyle) 1

Sir Paul's Sincerity Dahlia (Mr. Burkill) 3

Also ran: Mr. Cottager's New Year Gift (Mr. Seab); Mr. Duds' To shop (Mr. Soares); Mr. Henry Humphreys' Flying Mouse (Mr. Knoll) and Sir Paul's Martial Dahlia (Mr. Dupree).

Won by half a length, many lengths separating the second and third.

Time: 3 mins. 20.2 5 secs.

Pari Mutuel: Winner: \$44.00. Places \$8.60; \$5.70; \$8.60.

Cash Sweep: Ticket No. 628 1st. \$1,155.20

890 2nd. \$3,137.20

1233 3rd. \$1,393.60

\$100 Tickets and Commission \$4,484.00

\$30,420.00

\$100 Tickets:—1330, 1970, 1968, 51094.

4.-THE SUBSCRIPTION GRIFINS' CHALLENGE CUP.—Value \$1,000. For Subscription Grifins of the current Season. Weight for inches as per scale. To be won two years consecutively by Ponies the bona fide property of the same owner or owners. Winner to receive \$200 and 70 per cent. Second \$200 and 20 per cent. Third \$100 and 10 per cent. of the Entrance Fees until the Cup is finally won when the Second Pony will receive 75 per cent. and the Third Pony 25 per cent. of the Entrance Fees in addition to the place money. Entrance \$10. One Mile and a quarter.

Mr. G.C. Maxon's Stephanotis (Mr. Hill) 1

Mr. Tower's Mosaic Tile (Mr. Knoll) 2

Mrs. G. B. Hartford's Kinsha (Mr. Dupree) 3

There were seven starters.

Won by four lengths, a length and a half separating second and third.

Time: 2 min 46.3/5 secs.

Pari Mutuel: Winner: \$7.50. Places \$7.10; \$14.40.

Cash Sweep: Ticket No. 840 1st. \$2,350.40

360 2nd. \$ 674.40

272 3rd. \$ 337.20

\$25 Tickets and Commission \$ 958.00

\$4,340.00

\$25 Tickets:—341, 692, 10, 96.

5.-THE GOVERNOR'S CUP.—Presented by His Excellency the Governor, with \$600 added to the Winner. Second \$300. Third \$200. For China Ponies. Weight for inches as per scale. Winners at this Meeting of one Race 7lb. of two or more Races 10lb. extra. Grifins allowed 5lb. Subscription Grifins of Seasons 1920-1921 and 1921-1922 that have not won more than one Race allowed 10lb. (Jockey allowance.) Entrance \$10. Five Furlongs.

Sir Paul's Sportsman Dahlia (Mr. Vids) 1

Messrs. Stephen & Stitt's Benz (Mr. Pinkerton) 2

Mr. Henry Humphreys' Speckled Mouse (Mr. Doyle) 3

There were 11 starters.

Won by half a length, three-quarters of a length separating the second and third.

Time: 1 min. 15.35 secs.

Pari Mutuel: Winner: \$16.00. Places \$7.10; \$7.20; \$11.00.

Cash Sweep: Ticket No. 1082 1st. \$1,780.00

1350 2nd. \$1,080.00

253 3rd. \$ 540.00

\$25 Tickets and Commission \$1,600.00

\$7,000.00

\$25 Tickets:—1067, 493.

6.-THE "BLACK" ROCK STAKES.—Winner \$600. Second \$300. Third \$150. For China Ponies bona fide Grifins on date of entry. Weight for inches as per scale. Winners of one Race (other than a Race confined to Subscription Grifins of either Class) 5lb. of two or more Races 7lb. extra. Entrance \$10. One Mile and a quarter.

Mr. H. Sassoon's Roman Pride (Mr. Moller) 1

Mr. H. Birkett's Sunshine Star (Mr. Doyle) 2

Sir Paul's Defiance Dahlia (Mr. Burkill) 3

There were eight starters.

Won by many lengths, a short head separating the second and third.

Time: 2 mins 46.5/5 secs.

Pari Mutuel: Winner: \$9.50. Places \$5.20; \$5.30; \$5.90.

Cash Sweep: Ticket No. 227 1st. \$3,474.10

1080 2nd. \$ 992.60

47 3rd. \$ 496.30

\$25 Tickets and Commission \$1,392.00

\$6,360.00

\$25 Tickets:—639, 544, 1164, 406, 45.

## Mr. John Peel's Cassia River

Mr. John Peel's Cassia River (Mr. Dupree) 2

Dr. F. H. Kew's Wallaby (Mr. Thompson) 3

There were eight starters.

Won by half a length, three lengths between second and third.

Time: 2 min. 17.2 5 secs.

Pari Mutuel: Winner: \$13.90. Places \$5.50; \$5.90; \$7.10.

Cash Sweep: Ticket No. 727 1st. \$3,832.50

817 2nd. \$1,095.00

1250 3rd. \$ 347.50

\$25 Tickets and Commission \$1,525.00

\$7,000.00

\$25 Tickets:—1113, 768, 406, 529, 1040.

7.-THE FOCHOW CUP.—Winner \$600. Second \$300. Third \$100. For China ponies that have run at any Official or Gymkhana Meeting. Weight for inches as per scale. Winner of one Race 5lb. of two or more Races 7lb. extra. Grifins of this season and Subscription Grifins of any season allowed 5lb. Subscription Grifins of this season allowed 10lb. Entrance \$10. Two Miles.

Mr. Topside's Mountain Bear (Mr. Dupree) 1

Sir Paul's White Star Dahlia (Mr. Burkill) 2

Mr. Gilpin's Ajax (Mr. Knoll) 3

There were six starters.

Won by a length and a half, two lengths separating the second and third.

Time: 4 min. 29.4 5 secs.

Pari Mutuel: Winner: \$123.90. Places \$10.30; \$6.60; \$6.60.

Cash Sweep: Ticket No. 1270 1st. \$2,832.50

633 2nd. \$1,035.00

1354 3rd. \$ 347.50

\$25 Tickets and Commission \$1,525.00

\$7,000.00

\$25 Tickets:—634, 1103, 683, 1393, 1346.

8.-THE ROYAL NAVY CUP.—Presented by the Officers of H.M.S. "Navy", with \$400 added to the Winner. Second \$200. Third \$150. For "B" Class Subscription Grifins. Weight for inches as per scale. Winners 7lb. extra. Unplaced runners at this meeting allowed 3lb. (Jockey allowance.) Entrance \$10. From the Two Mile Post Once Round and in.

Mr. Allsore's Robbie Doo (Mr. Doyle) 1

Mr. John Peel's West River (Mr. Dupree



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## BORNEO TIMBERS.

## Interesting Tests Made in Hongkong.

In a recent issue of the well-known technical journal, The Engineer, some interesting results of tests on Borneo Timbers, made in the University of Hong Kong, are recorded by the occupant of the Taikoo Chair of Engineering, Prof. Middleton Smith.

In an introduction the difficulty of nomenclature is discussed, and the following example may readily follow from the use of various names for the same wood. Billian is the native name of a wood in British North Borneo, and it is the trade name used by the Government and the commercial men in Borneo in all references to this wood. The equivalent trade name of this wood in the Philippine Islands is Tamaran; in Dutch Borneo the name used is Olin; and two other names for the same wood are Ulin or Cijerhout. In Singapore and in the Federated Malay States the name "Billian" is used. A worse example of this confusion may be given concerning a wood less suitable for commercial purposes which grows in British North Borneo: it is there called Langgudi or Pututan; in the Philippine Islands it is called Pototan or Sasang; in Singapore, Tumut; in Dutch Borneo, Munt; and in Sarawak, Putut.

The Babel of Tongues. A useful wood moderately hard, and dark reddish brown in colour, is known in British North Borneo as Kruen. It is known as Apitong in the Philippines; Krewing in the Federated Malay States; Kruen in Samatra, Sarawak and Dutch Borneo; Tempeow in Dutch North Borneo; Palagiar in Java; Dau-con-rai in Szechuan; Eng in Burma; Burjun in British India; and Hori in Ceylon.

No doubt confusion is worse confounded by the time such names get into "pidgin" language and tribal dialects!

## The Woods Tested.

According to the tests made in the University of Hong Kong, a wood called "Billian," in British North Borneo, and often known as "Borneo Iron Wood," has a mean bending stress of 7.29 tons per sq. inch, while the crushing strength was 4.99 tons per sq. inch. The Selangan Bator wood seems to be the hardest; its bending stress was 8.05 tons per sq. inch, and crushing strength 6.39 tons per sq. inch. Mirabow is a very hard wood, too, as its bending and crushing strengths were 6.77 tons per sq. inch, and 3.57 tons per sq. inch, respectively.

The tests made in the University of Hong Kong included bending, compression and dryness. The weight per cubic foot was also recorded. Ten different kinds of timber grown in British North Borneo were tested.

The co-efficient of bending strength as in tests made by Prof. Unwin, was determined from the equation for "third point loading."

The highest figure recorded on any one specimen was for Billian, and it was 9.04 tons per sq. inch. The lowest figure for Billian was 5.34 tons per sq. inch, but the average of six tests was 7.29 tons. This lowest figure for Billian seems unfortunate, as all of the other specimens gave much better results.

Selangan Bator gave more uniform results in the bending tests. The highest recorded figure was 8.95 tons per sq. inch, the lowest 6.99 tons per sq. inch, and the average of six tests was 8.05 tons per sq. inch.

The lowest figure recorded in the tests was for Red Serayah, and it was 3.09 tons. The best result out of six tests on specimens of this wood was 4.31 tons per square inch, and the mean average was 3.54 tons. It is considered that the most satisfactory figures for comparative purposes are those giving an average on six specimens, and the woods are therefore listed as follows:

Name of wood.	Mean average co-efficient of bending strength, six specimens.
Selangan Bator	8.05
Billian	7.29
Mirabow	6.77
Greeting	4.92
Camphor	4.93
Oba Suler	4.92
Orat Mala	4.57
Kruen	4.45
Kacha	4.24
Red Serayah	3.54

Then follow a number of detailed tests. The figures obtained are

compared with those obtained by Prof. D. C. Unwin on several timbers from various colonies to London, and in a comparison, the Borneo woods appear to give good results. "None of the Jamaica woods were as high as the average figures obtained in Hongkong for Billian and Selangan Bator."

## Compression Tests.

These tests were made on six samples of timber supplied more recently—November, 1918. The specimens were rectangular and the area under compression was 3 in. by 3 in. and the length 9 in., except in the case of the Billian, when the dimensions had to be reduced to 2 in. by 2 in. by 6 in. and Selangan Bator and Mirabow to 2 in. by 2 in. by 7 in. The timber being stronger in compression than was at first thought likely.

The average crushing strength in tons per square inch on six specimens of each wood is given below:

Name of wood.	Crushing strength in tons per sq. inch.
Billian	4.99
Selangan Bator	6.39
Mirabow	6.77
Greeting	4.92
Camphor	4.93
Oba Suler	4.92
Orat Mala	4.57
Kruen	4.45
Kacha	4.24
Red Serayah	3.54

The moisture contents of these woods were not taken.  
Test for Uniformity.—It was decided to use a simple test in order to see how much variation might be expected with the two woods which seemed to give the best results for structural work. From these tests Selangan Bator is the most uniform. The following are the general deductions made from the tests on about seventy specimens.

Billian. — Seventy-two specimens were tested. Each was subjected to an increasing load at the rate of about 15 tons per minute. The load at which the specimens failed was recorded and from that the crushing strength was calculated, being equal to the breaking load divided by the area of the cross section of the specimen.

The mean value of the crushing strength in tons per sq. inch, was determined and equals 4.63 tons per sq. inch. It was found that out of seventy-two specimens: (a), thirty-two specimens were within 5 per cent. of the mean crushing strength; (b), forty-six were within 7 1/2 per cent.; (c), fifty-one were within 10 per cent.; (d), sixty were within 12 1/2 per cent. The greatest variation was 0.82 ton per sq. inch, above and 0.93 ton per sq. inch, below the mean value.

Selangan Bator. — Seventy-two specimens of this kind of wood were supplied, but seventy were tested, as two of them, being very faulty—knots, etc.—were rejected. The crushing strength in tons per square inch was calculated for each specimen, and the mean of the seventy values was determined and is equal to 6.76 tons per sq. inch. It was found that out of seventy specimens: (a), forty-seven were within 5 per cent. of the mean crushing strength; (b), fifty-six were within 7 1/2 per cent. of the mean crushing strength; (c), sixty-two were within 10 per cent. of the mean crushing strength; (d), sixty-five were within 12 1/2 per cent. of the mean crushing strength, the greatest variation being 5 tons per sq. inch, above, 35 tons per sq. inch, below the mean value.

## Moisture Contents

We notice from the various tables published that the "wetness per cent." varied a great deal in different samples, but it appears to come out fairly uniform on the average.

Thus, taking an average of the six specimens of the ten woods tested, this "wetness per cent." is given as follows:

Camphor	29.21%
Kacha	17.06%
Orat Mala	17.02%
Red Serayah	18.03%
Mirabow	15.07%
Kruen	21.01%
Selangan Bator	21.04%
Oba Suler	21.05%
Billian	20.09%
Greeting	15.04%

We are confident that these various figures will be of service to architects and engineers in the Far East.

## CONTRASTS IN TRAVEL.

## Lord Northcliffe on China and Japan.

Viscount Northcliffe, in an article published in The Times, states that to all who yearn for variety—the violent contrast—he recommends what he has just done—travel in the luxury and comfort of an official hospitality of Japan; and thence go straight to Korea and China. He continues: "I came to Japan an outspoken opponent of her war party; yet, despite my declared conviction that that part is a danger to the world, we were freely offered the best that Japan has to give. When we sailed from Shimonoseki to Korea, the comfort of travel, the beauty of town and country, the interest of the people and things that we encountered, increased, thanks to Government care, steadily and as if magically. The Japanese show their best to strangers, and they are both hospitable and right in doing so."

After noting the beauties of Nara and Miyajima, he writes: "From the upholstered, ventilated, C-sprung luxury of our private railway car and the fathomless comfort of a well-run yacht, we entered without a word of warning, upon an uncanny, an enormous, approach to a scene of mystery and horror. We walked along the sea-road, under twisted pines exactly like those in the picture-book, with strange and rather horrible stone figures—deformed animals with human eyes and things of that sort, peering out at us between the trunks. It was the first really wet day we had had since April; the rain and the wind beat in our faces, and the little boat was dark with hurrying squalls. Round the corner we came upon the 'Shinto' temple, a wonderful three-sided thing, built out over the sea on gigantic piles. The shrine itself is a miracle of splendour kept in beauty of restraint by Japanese tidiness. And before the shrine lay the Place of Danjiri—large square platform, jutting out into the water."

A Chinese Dining-Car. We said goodbye to the exquisite Japan at Shimonoseki—a nasty windy wharf, which reminded us unpleasantly of Holyhead Pier on an ugly night. There followed an interlude on the Sea of Japan in a steamer (called in Japanese, 'The Wine-loving Gentleman'), which had not dared to cross to Korea that morning because of the great sea that swept down from the North. From Fusan, the port of Korea, to Mukden we travelled still in luxury under the watchful eye of the Japanese South Manchurian Railway, travelling in the best sort of comfort and still wondering about daintiness like Japan. We paused at Seoul, the capital of Korea, then at Mukden, we entered both Russia and China; and, with the suddenness of a slamming door, the cultivated beauty of puzzling Japan was gone, and we were in a country several centuries behind the times.

Attached to our train from Mukden to Peking was a private car, or, as it is properly called in Chinese, an enshrouded (in thick, dusty carriage—a good and comfortable car, but not nearly so good as its nature. There was a dining car in the train, but it was not at all like a Japanese dining-car. It was, if I may say so, excessively democratic. China is suffering at present (she will get over it) from an acute attack of infantile republicanism—the kind in which every man is greatly the superior of every other and official salaries are always overdue. Consequently, some of China's dining-cars resemble public-houses. Every one comes in, whether he means to eat or not, and brings all his baggage with him. Every one makes as much noise as possible. Some bring malodorous and repellent coolies in with them. Many smoke rank tobacco, heedless of meal-times. And, he heaven my witness, every one spits without pause. That habit was the only thing to remind us of Japan. We had known violent contrast, indeed. And it takes some stoicism to sit out even the shortest repast in such surroundings as were ours in that Chinese dining-car."

CIGARETTES IN THE HUANGPU. Loss of a Cargo Valued at \$11,500. An action in Admiralty jurisdiction, arising out of a collision which occurred in the river at Shanghai on October 24, was heard at H. M. Supreme Court on the 14th inst. before his Honour Judge Skinner Turner and a learned Counsel, Mr. C. A. Brown, K.C., sitting as a judge.

Plaintiffs were the British-American Tobacco Co. (China) Ltd., and defendants the China Navigation Co., owners of the ste. Haihow, and the claim was for \$11,500, the value of cargo and freight on board cargo boat No. 1114 when the latter was run down by the defendant's steamer.

Mr. M. Bender Harris appeared for plaintiffs and Mr. R. N. Macleod and Mr. Bees for defendants.

## KWANGSI UNREST.

Mr. Eugene Chen writes, under date Feb. 8, the following to the N. Y. Herald Tribune: "I hope your correspondent at Shanghai, Kwangsi, writes only in haste, regarding the more drastic happenings which are reported in his column today. I am, however, a questioner in accuracy, because I have no information at the moment. The trouble in all of us, East and West alike, shows its teeth whenever there is a break in the chain of restraint imposed on us by what is called our social horizons."

But if your correspondent is to be understood as referring to conditions throughout Kwangsi, I must point out that the province extends both England and Wales by 15,000 square miles in area, and its population is larger than that of either Scotland or Ireland by more than 1,000,000 souls. It is mountainous, and travelling is no easy means of communication. His, indeed, would be an exceptional mind to know what is happening in all Kwangsi.

## CIGARETTES IN THE HUANGPU.

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## SICKLY BABIES.

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The Tablets are recommended also as a remedy for worms, and to break up simple colic and fivers. Obtainable from medicine dealers, also at 60 cents the vial, post free, from The Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

CHINESE NATIONAL ASSOCIATION. A National Citizen's Association has been formed on a large scale in Peking, under the Shanghai Journal of Commerce, and a branch is shortly to be organized in Shanghai. The purpose of the Association will be to co-ordinate the views of various organizations throughout the country.

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## FRENCH HONOUR FOR CHINESE SCHOLAR.

Among the new correspondents elected by the Academie des Inscriptions et Belles-Lettres in Paris is a Chinese, Mr. Lo Chen-yu, who thus becomes the first Chinese member of the institute. Mr. Lo Chen-yu was born at

Chienkiang in 1867, and is now living at Pien-tai. He is an historian, archaeologist, and art critic, and has made a profound study of Chinese antiquities, writing works universally known. He has translated prehistoric Chinese inscriptions found on tortoise-shell and bone.



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## THE EX-KAISER'S BOOK.

## A Skeleton of History.

The following is a review by the *Times* of a book by the ex-Kaiser, which has been published in Leipzig by K.F. Kochler at the price of M.44. The English translation of the title of the volume is "Comparative Historical Tables from 1878 to the Outbreak of War, 1-14."

It is natural that those who have been occupied in great affairs should spend the leisure which they enjoy in retirement by rehearsing once again all that they have done in order that they may justify their actions to their contemporaries, to the world, and to themselves. Such justification appears all the more urgent to those whose life has ended in defeat or disgrace. Bismarck at Friedrichsruhe and Napoleon at St. Helena never wearied in fighting over again the old battles and explaining their motives and purposes, and it is natural enough that the Emperor William should do the same.

But the Emperor was no Bismarck and no Napoleon. Any doubt that might still have been entertained as to the mediocrity of his intelligence and the weakness of his character would be dissipated by a perusal of the contribution which he offers us as to the origins of the war. Here we have a man who for over five and twenty years occupied the centre of the stage in European and world politics, who talked and acted, who planned and dressed up as a king and a soldier. It was on his will that the fate of nations appeared to depend, and he made himself the spokesman of the ambitions of his own country. His reign has ended in an unparalleled disaster, and there has fallen upon him a retribution so terrible and so just that it is difficult not to believe in a Providence which arranges these things, for he is condemned during his lifetime to a fate as apt as any that Rhadamanthus awarded to the tyrants of antiquity. He is forgotten and ignored, and from the obscurity of Amerongen watches the world which passes on oblivious of him.

What more natural than that he should attempt to justify the acts of his reign, even if it is only for his own personal satisfaction? What was the real truth behind that figure which to the distant observer might appear so imposing? What was the purpose of those words which from time to time reached through the world? We should like to know how it now all appears to him. But those who turn to his production with hopes of this kind will come away disappointed. They will find in it nothing but a mere vacuum. In form the work is similar to the tabular collection of facts which is useful to an industrious schoolboy; it is the kind of thing which the conscientious history mistress in a secondary school will compile for her pupils. We find here put together what we may call a skeleton of history, the essential dates, the treaties, the wars, and the meetings of kings and emperors. If we were writing a review of a history textbook we might have some observations to make as to the manner in which these data were selected and suggest minor improvements, modifications, or corrections for a second edition.

## ORIGIN OF THE WAR.

It is not this, however, to which we would on this occasion draw attention. It is the vacuity of the whole and the nature of the comments attached. After all, these tables have been composed by one of the chief actors; surely we might expect that he would afford us something which we could not get from the ordinary published sources. Of this there is practically nothing. We find only a statement that in 1900 the Tsar surprised Bulow and the Emperor by informing them that he intended to go to war with Japan as soon as possible, and that King Edward in 1909 told the Emperor that the excitement in the public opinion and Press in England in regard to the growth of the German Fleet was ludicrous—a statement which we hesitate to accept in this form.

Most significant is the comment; this is nearly always in the form of quotations from the writings of external observers. Among these great prominence is given to the well-known reports of the Belgian representatives abroad, which were published by the German Government.

We have plentiful excerpts from authenticated or unauthenticated rumours current among the obscure diplomats of the minor Powers—Bogitch, Brantschewinow, Koshch—these are the men

## BEAD BAGS OF WOOD

BY MARIAN HALE



Still we see them, these fascinating beaded bags, and the beads are getting larger.

This Erpf and Garbe bag is done entirely in black and white, conventionally designed and heavily tasselled. It gathers at the top quite like any ordinary silk bag.

And, of course, with a bag of shiny black wooden beads there could be nothing but a black hat, something with a different air.

So Milady's hat, an Idaire model, is done in black bag-atelle with a flattering halo of burnt goose. The feathers give a softness to the general

outline of the hat—a tendency of the season.

whom the German Emperor cites as witnesses to character; and he goes even beyond this; assigned articles in Russian and German papers, the dregs of the cuttings from the British Press and the quotations we all know so well, and in this galaxy we can be sure that the *Germania* *et* *delenda*, and even Mr. F. C. Conybeare, will not be missing. It is the mere unsifted rubbish of the jumble sale, the scouring of the dust heaps, the penny box of the second-hand bookstall in Farringdon-street. And we know it all so well. It is the basis of what the Germans call propaganda, which has served them for half a generation, and is still being scattered abroad for anyone who has leisure and stupidity enough to read it. But what is important is that apparently the German Emperor believes it all; he thinks that it is worth while to place on record among the evidences as to the origin of the war what Mr. Frank Harris wrote in 1887, or what some German newspaper article says that some diplomatist of the Balkans tells us that Sir Edward Grey had said to somebody else.

## THE CRITICAL DATE

So much for the positive side. But on the negative side where is the German Emperor himself? What did he do? What did he think? What was he aiming at? We know all that he said in public. We have read almost with incredulity the half-insane comments which he wrote on such of the dispatches and telegrams as the German Foreign Office forwarded to him. We turn, for instance, to the critical date, July 3, 1914. We know from other sources what happened then. A letter was delivered from the Austrian Emperor to the Kaiser and he personally guaranteed to the Austrian envoy his full support and approval of the proposed Austrian action. We know also that when Tschirsky warned the Austrians to be careful what they did, the Emperor ordered him to be reprimanded and not talk such nonsense. These were personal acts of his as Sovereign; it was in obedience to his instructions that the German Government took the action which almost inevitably led to war; it was this which was the origin of all that was to follow. We turn to the tables which he himself has drawn up, and what we find is—

The German Government considers the clearing up of the relations with Serbia as an Austrian affair, in which Germany will not interfere.

This is all; what he does in fact is not to state what really happened but once again to put forward the diplomatic subterfuge by which the German Government tried to deceive the world, a subterfuge which has long ago been exposed. He is attempting to make others forget, he is attempting himself to forget, the essential part which he himself played. He has not the courage to acknowledge his own actions, and rather than do so he would represent himself as a mere figure-head.

And as in this case, so it is throughout. Nothing in his reign was more personal to him than the creation of the German fleet; it was his hope that he would go down to posterity as the man who had built up

German sea power so as to make his own country a rival to England. Any true record of his reign written by himself must give the first prominence to this, as it had the first prominence in all his acts and speeches at the time. But it is now clear that it was this above all which in reality led to Germany's downfall, and so we note that while he finds space for long extracts from the rather amateurish comments of Belgian diplomatists, the growth of the German fleet is placed not in the forefront but in the background; there is not a single quotation from his or Bulow's speeches as to its purpose and importance.

A man with any greatness of soul, looking back on all that had happened, might indeed recognize that he had often blundered, but would not fear to avow the great ambitions by which he had been inspired and to show how nearly success was attained. What he would not do would be to try to reconstruct history on the basis that Germany had throughout been on the defensive; he would not obscure and ignore the challenge she had given to Europe and the world.

It may be said that this work was not meant for publication. It was prepared by the Emperor for his own use and communication to his intimate friends; owing to some indiscretion copies of it were published in the Dutch Press, and it is for this reason that he has now consented to an authorised publication. But this in reality only strengthens the criticisms we have made, for it only shows that it is himself that he is trying to deceive.

## CHINESE DELEGATES AND THE TREATY.

The *Shunpo* reports:—Following the signing of the Shantung Treaty, the three Chinese Delegates at Washington have cabled to the Peking Government to the following effect: After the best of their efforts have been exhausted, all the desires of the people have not been attained. Japan has always been trying to keep the question pending. Great Britain and the U. S. A. have done their best to have a compromise. They simply leave the decision of the merit of their work, whether right or wrong and whether gain or loss, for their conscience and to the coming age. If the people of China recognise that the result is not right, it is desired that they, Shih-Chao-chi, Ku Wei-chun and Wang Chung-hui, be dismissed from their posts to satisfy the public.

## PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window" said an American lady in the course of her remarks while in a tram-car the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., manufacturers & refiners of opticians, 53, Queen's Road, C.

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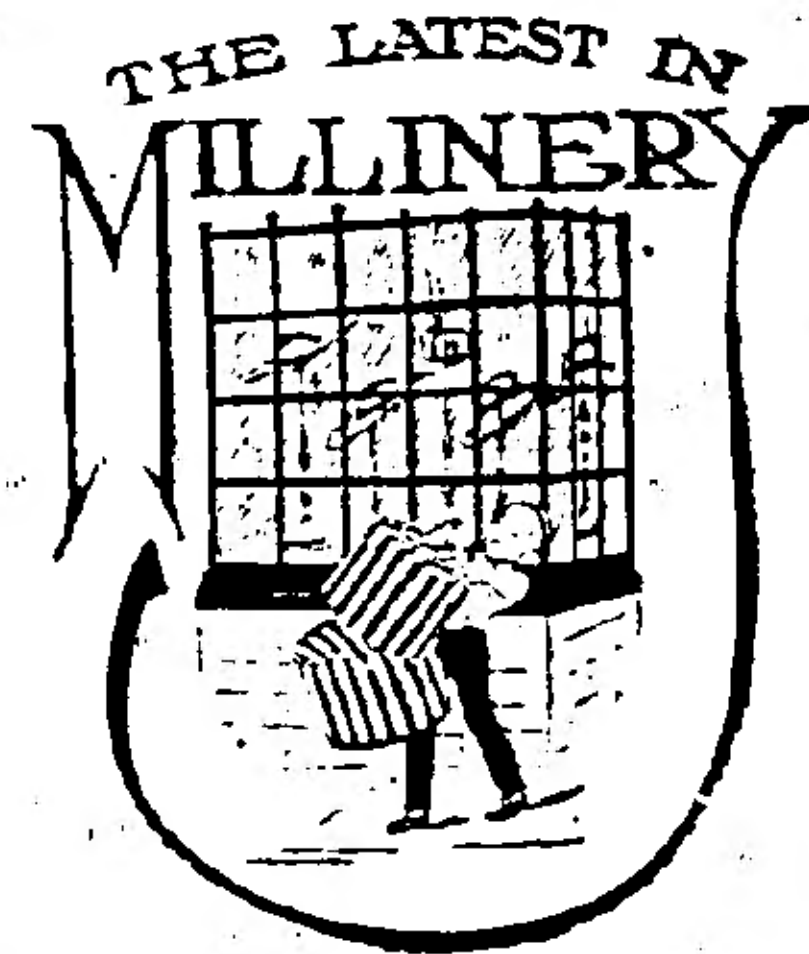
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As the above has not been fully subscribed, the Directors have decided to cancel the same and to redeem all tickets. Holders of tickets should apply to the above Club on the Race Course, during the races. The place of payment thereafter will be advertised.

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A. G. STEPHEN

Chief Manager.

Hongkong 18th February 1922.

## G. R.

## NAVY CONTRACTS 1922-1923

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H.M. NAVAL DEPOT, KOWLOON.

Hongkong, 17th Feb. 1922.

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NOTICE IS HEREBY GIVEN that the transfer Books of the Company will be closed from Wednesday, the 22nd of Feb. to Tuesday, the 28th of February, 1922, both days inclusive, during which period no transfers of shares can be registered.

By Order of the Board of Directors.

M. MANUK.

Secretary.

## THE HONGKONG ROPE MANUFACTURING CO. LTD.

## THE THIRTY-EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above COMPANY will be held at St. George's Building, Charter Road, Victoria, on Friday, the 3rd March 1922 at 11 o'clock a.m. for the purpose of receiving a statement of accounts and the report of the General Managers for the year ending 31st December 1921, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Wednesday, the 22nd February, 1922, until Friday, the 3rd March, 1922, both days inclusive.

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General Managers.

Hongkong, 17th Feb. 1922.

## NOTICE TO CONSIGNEES.

S. S. "TIKINI"

Consignees of cargo for Hongkong from Netherlands India are hereby notified that owing to the strike of Cargo and Wharf coolies, all cargo for Hongkong will be carried on to Northern ports and will be returned to Hongkong as soon as conditions at this port become normal. Consignees are therefore recommended to make their own arrangements as regards insurance etc.

JAVA CHINA JAPAN LYN.

Hongkong, 21st February, 1922.

## H.M. DOCKYARD RECREATION CLUB.

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will be held in the CITY HALL

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H.M.S. HAWKINS Band will be in attendance.

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H. BIRKETT.

Clerk of the Course.

Hongkong, 11th Feb. 1922.

## HONGKONG JOCKEY CLUB.

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Clerk of the Course.

Hongkong, 11th Feb. 1922.

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Hongkong, 11th Feb. 1922.

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NOTICE IS HEREBY GIVEN that the STOCK EXCHANGE will be closed on Monday 20th, Tuesday 21st, Wednesday 22nd, and Saturday 25th inst.

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P. TESTER.

Secretary.

Hongkong, 16th Feb. 1922.

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## HOME MADE CHOCOLATE

(Fresh Daily)

## HOME MADE CANDY.

## BEST ICE CREAM.

## ICE CREAM PARL'UR.

## HIGH QUALITY GROCERIES.

## BLUE BIRD

102, Des Voeux Road Central.

## A.S. WATSON &amp; CO., LTD.

## NOTICE.

## RACE MEETING.

On Monday, Tuesday, and Wednesday, the 20th, 21st, and 22nd, February, all Departments will be closed at 1 p.m.

On these days

The Hongkong Dispensary will be opened for the purpose of dispensing prescription from 6 p.m. to 7.30 p.m.

A.S. WATSON & CO. LTD.

Hongkong, 16th Feb. 1922.

## NOTICE.

The Partnership heretofore existing between Edward Henry Ray and Percy James Falconer as Ship, Freight & General Brokers, under the style or name of Ray & Falconer was dissolved by mutual consent on 31st December, 1921.

E. H. RAY

P. J. FALCONER.

E. H. RAY will continue to carry on business in his own name as Ship, Freight & General Broker.

E. H. RAY.

## HUMPHREYS ESTATE AND FINANCE CO. LTD.

NOTICE is hereby given that an Extraordinary General Meeting of HUMPHREYS ESTATE AND FINANCE COMPANY LIMITED will be held at the Hongkong Hotel on Friday the 3rd day of March 1922 at 11.30 o'clock in the forenoon when the subject Resolutions will be proposed as Extraordinary Resolutions.

1. That Article 105 of this Company's Articles of Association be altered as follows:—

(a) By the insertion of "\$10,000" in the place of "\$8,000" in the fifth line thereof.

(b) By striking out in the ninth and tenth lines thereof the words "for each financial year of the Company" and inserting in place thereof the words "in every year wherein such profits shall not exceed in the aggregate the sum of \$150,000, and a commission of ten per cent. per annum on all the net profits of the Company in excess of that sum."

2. That the above Resolution (No. 1) be retrospective and take effect from the 1st day of January 1922.

Should the above Resolutions be passed by the required majority, they will be submitted for confirmation as Special Resolutions to a further Extraordinary General Meeting and such Meeting will be held on Monday, the 20th day of March, 1922, at the same time and place for the purpose of considering and if thought fit confirming such Resolutions as Special Resolutions accordingly.

Dated the 15th day of Feb. 1922

By Order of the Board,

JOHN D. HUMPHREYS

& SON.

General Managers.

## PUBLIC AUCTION.

[The Undersigned have received instructions to sell by Public Auction on

Thursday, the 23rd. Feb. 1922 commencing at 11 a.m.

at their Sales Rooms, Duddell Street,

2 Iron Safes (new)

3 National Sterilizers (Medical Profession)

2 Remington Typewriters

2 Underwood Typewriters

1 Sextant

1 Patent Chart Course Indicator

1 Thomson Azimuth Hezzanith Model

1 Azimuth Reflector

1 Field's Improved Parallel Ruler

1 Patent Taffrail Log

1 Barometer by Hughes, London

1 Barometer by C.J. Gaupp & Co., Hongkong.

Also

One 12-bore fouling piece by C. G. Bonehill, London.

On view from Wednesday the 22nd inst.

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

## THE BRITISH CONSULAR SERVICE.

What Manchester Thinks.

Lord Northcliffe is considered here to have done good service by reopening the question of the Consular Service of Britain in foreign countries, writes the Times Manchester correspondent.

It is recognized that the root difficulty is finance. Men of the attainments and personal and social qualifications enabling them to perform the services expected of Consuls and commercial diplomatic representatives by those who conduct British trade overseas, will not be obtained, speaking generally, in response to the remuneration now offered.

The day has gone by for honorary appointments. The work is too strenuous and exacting, if properly performed, for any but those who have been especially trained for it as a career in life.

Thorough colloquial and literary knowledge of the language of the country in which the Consul serves is regarded as absolutely indispensable. But this is but the first of many requirements.

The Manchester Chamber of Commerce has recently devoted a special inquiry to this subject, and the results are so detailed and illuminating as to deserve the fullest publicity. It is not suggested that the work of the Consular Service as a whole is unsatisfactory to traders. On the contrary, Sir Edwin Stockton, the President of the Chamber, states:—"No one is more conscious than I am of the extremely valuable work performed by the Consuls abroad, and it is a pleasure to me to have this opportunity of expressing my sense of the gratitude to them."

The Chamber further acknowledges that it has always received help from all members of the Consular and Commercial Diplomatic Services with whom it has come into contact, but in order, if possible, to make even fuller use of Consular Services both abroad, and when at home on leave, the chairman of the Chamber, each charged with the oversight of trading interests in some particular region, such as China and the Far East, Egypt and the Middle East, non-British Africa, and Central and South America, were consulted.

THE MAIN OBJECT.

Their conclusions cannot be better stated than in the words appended to the report on Egypt and the Middle East:—

"The main object of Consuls is not only the granting and reviving of passports, legalizing signatures, and the general routine attached to their official duties, but the safeguarding of commercial interests and development of British trade abroad. In order that a Consul may efficiently help his country it is absolutely necessary that he should have an intimate knowledge of the language of the country to which he is allotted, and be in sympathy with that country. That he should speak the language of the country is even more essential than that he should speak English. He should endeavour to adapt him-

## REPULSE BAY HOTEL

## FANCY DRESS DINNER

## DANSANT

## MISS RITA SHIELD

(THE MELODY GILT)

IN HER LATEST SUCCESSES.

## WILL HENDER

"MR. JAZZ" HIMSELF.

WEDNESDAY, 22nd February

## DINNER DANSANT

## WILL HENDER

KING OF THE XYLOPHONE.

SATURDAY, 25th February

## DINNER DANSANT

## MISS RITA SHIELD

(THE MELODY GILT)

## WILL HENDER

"MR. JAZZ."

Tables should be booked early.

## SCOTCH SONGS

## ON REGAL RECORDS

6562 [SCOTTISH EMIGRANTS FAREWELL (WILL YE NO COME BACK AGAIN?)

6563 [JOHN ANDERSON MY JO (MY AIN FOLE

6568 [CROOKIT BAWBEE (LOGIE O' BUCHAN

6571 [WHEN YE GANG AWA' JAMIE (GREEN GROW THE RASHES, O

6574 [THE LEA RIG (SCOTTISH EMIGRANT

6577 [MARY OF ARGYLE (BONNIE LASS OF BALLOCHMYLE

6578 [MY NANNIE'S AWA' (JESSIE FLOWER O' DUNBLANE

6579 [DRAW THE SWORD, SCOTLAND (SOUND THE PIBROCH

AT

## ANDERSON'S

self to his surroundings and qualify himself to take an interest in commercial and social spheres.

"In order, however, that this may be possible he should have a suitable salary to enable him to maintain a dignified social position. More information and better results can be obtained by a Consul who shows courtesy to everybody, and who is of a tactful and amiable disposition, than by one who has greater knowledge and abilities, and who, though he is aware of the fact that he is in a foreign country, does not condescend to mix with foreigners. Before leaving to take up his post abroad, and during his visits home, it is advisable that he should visit the industrial centres here and through the chambers of commerce, and all other trade associations, and have interviews with those who have trading connections with the country to which he is allotted.

"Consuls should get an understanding of the local import and export methods, report as to local manufactures, both established and intended, give early details of projected legislation, economic or otherwise, watch and report on crops, on Customs tariffs, and Custom House procedure. They should be able to recommend lawyers and advise on advertising, and they should also be acquainted with patent and trade mark laws, and watch financial developments. Moreover, they should report on any obstacle relative to the development of the export and import trade with this country, and also

report on the operation of the most-favoured-nation clause.

"They should make themselves useful and sympathetic to commercial travellers who may require their assistance, and should be able to give them information as to by-laws and licences relating to travellers, and help them to obtain any other necessary information. They should also be able to give them good instruction and advice."

It is pointed out also that Consuls with prior business experience are able to assimilate more easily the points raised by business men. There are many ways, as just indicated, in which Consular officials can best assist British trade abroad. It is not suggested that Consuls are not in the habit of paying attention to these points, but a useful purpose may be served by restating them and putting the emphasis in the right place.

Obviously the satisfaction of such requirements as are here set forth is not to be obtained from officials who are underpaid. Adequate salaries are absolutely necessary to enable officials to occupy the special position appropriate to them as representatives of a great trading nation.

Importance is also laid on the necessity of Consuls maintaining strict impartiality in the assistance they render as between the requirements of the established trading houses and those of the newcomer seeking to begin a new connection.



## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICE.

## LONDON SERVICE

ADAPENOR 23th Feb. London, Rotterdam & Hamburg  
PYRRHUS 7th Mar. London, Amsterdam & Antwerp  
GLAUCUS 15th Mar. London, Rotterdam & Hamburg

## LIVERPOOL SERVICE

ELPENOR 27th Feb. Genoa, Marseilles & Liverpool  
EUMARUS 4th Mar. Marseilles, Havre & Liverpool

## PACIFIC SERVICE

(via Kobe and Yokohama)

IXION 21st Feb. Victoria, Seattle & Vancouver  
TALTHYBIUS 14th Mar.

## NEW YORK SERVICE

(via Suez or Panama)

NINGCHOW 2nd March via Suez  
AJAX 10th March via Suez

## PASSENGER SERVICE

MENTOR 5th Mar. for Shanghai  
PYRRHUS 7th Mar. for Singapore & London  
MENTOR 21st Mar. for Singapore & London

For Freight and Passage Rates and all Information Apply to—

BUTTERFIELD & SWIRE  
AGENTS.THE EAST ASIATIC CO., LTD.  
COPENHAGEN.

## The M. S. "CHILE"

will be loading for Rotterdam, Hamburg, Copenhagen and other  
Scandinavian Ports, about 24th February, 1922.

Further Sailings—

Expected on or about	Will leave for above ports on or about
M. S. "ASIA" —	4th March
M. S. "AFRIKA" —	15th "
S. S. "KINA" —	"
M. S. "TONGKING" 25th Feb.	1st April
M. S. "MALAYA" 4th March	12th "

Subject to change without notice.  
For further particulars please apply to—  
MANNERS & BACKHOUSE, LTD.  
Agents.

Hongkong, 12th January, 1922.

## NOTICE TO CONSIGNEES.

## TOYO KISEN KAISHA.

From SAN FRANCISCO via  
HONOLULU, JAPAN PORTS,  
SHANGHAI & MANILA.

The Company's

S.S. "KOEI MARU"

The above-named steamer having arrived on Friday, the 17th Feb., 1922, consignees of cargo are hereby notified to present their Bills of Lading for counter-signature, and take immediate delivery from alongside steamer. All cargo not taken delivery of from the steamer by the 18th. February will be landed into the Hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co. Ltd., at their risk, whence delivery may be obtained.

Storage will be assessed on cargo remaining undelivered after Friday, the 24th. February, 1922. All broken, chafed and damaged packages will be landed into the Kowloon Godown, where same will be examined on Friday, the 24th. February, at 11 a.m.

No claims will be recognised after the goods have left the steamer or godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

Y. TSUTSUMI,  
Manager.

Hongkong, 17th. Feb., 1921.

## NOTICE TO CONSIGNEES.

## "GLEN" LINE, LTD.

M.V. "GLENARA"

From UNITED KINGDOM  
AND CONTINENT.

Owing to the Strike of Seamen, Consignees are hereby notified that Hongkong Cargo will be carried on to Shanghai and landed there. Consignees are therefore recommended to make the necessary arrangements respecting Insurance, etc.

The Cargo will be returned to Hongkong immediately conditions here become settled.

JARDINE, MATHESON &amp; CO., LTD.

Agents.

Hongkong, 20th. February, 1922.

## NOTICE TO CONSIGNEES.

## LLOYD TRIESTINO

Consignees of cargo for Hongkong per s.s. Tracis are hereby notified that owing to the present state of affairs in Hongkong due to the strike of seamen, etc., cargo for Hongkong will be landed at Shanghai, and consignees are recommended to make the necessary arrangements as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

DODWELL &amp; CO. LTD.

Agents.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COM-  
PANY, LTD.  
ANDCHINA MUTUAL STEAM  
NAVIGATION CO., LTD.Consignees per Co's Steamer  
"ATREUS"

are hereby notified that the Cargo has been brought forward by s.s. "IXION" and will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 18th. February.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 25th. Feb., will be subject to rent, and any additional charges for coolie hire incurred.

All Claims against the Steamer must be presented to the undersigned on or before the 11th. March, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 18th. Feb., 1922.

## NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS  
LIMITED.

S.S. "BENREOCH"

From LEITH, ANTWERP,  
MIDDLESBRO, LONDON &  
STRAITS.

Consignees of cargo per the above-mentioned steamer are hereby notified that owing to the existing strike conditions cargo for Hongkong is being carried on to Shanghai where it will be landed and whence it will be returned to Hongkong when conditions at this port permit.

Consignees are accordingly recommended to make the necessary arrangements as regards Insurance, etc.

GIBB, LIVINGSTON &amp; CO., LTD.

Agents.

Hongkong, 20th. Feb., 1922.

## NOTICE TO CONSIGNEES.

S.S. "LAKE ONAWA"

The Consignees of cargo on this steamer are hereby notified that owing to their failure to accept their cargo that arrangements for discharge have been made and that they will be held responsible for the demurrage, lighter charges, expense of placing in warehouse, storage and all other charges incidental thereto, also the cargo will be handled and stored at owners risk.

No Free Storage will be allowed and storage charges will be assessed on cargo remaining undelivered on and after February 22nd. No Claims will be recognised after the goods have left the Godowns, and none will be entertained if presented later than two weeks from February 22nd 1922.

No Fire Insurance whatever will be effected.

U.S.B. EMERGENCY  
FLEET CORPORATION.  
THE ADMIRAL LINE.

Managing Agents.

Hongkong, 20th. February, 1922.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

Due 21st. Inst. From EUROPE  
via STRAITS.Consignees of Cargo for  
Hongkong per

S.S. "TOYOHASHI MARU"

Are hereby notified that owing to the strike of Cargo and Wharf Coolies, cargo for Hongkong will be carried on to Shanghai and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 20th. February, 1922.

## NOTICE TO CONSIGNEES.

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

From CALCUTTA &amp; STRAITS.

Consignees of Cargo for Hong-

kong per

a.s. "LAISANG"

are hereby notified that owing

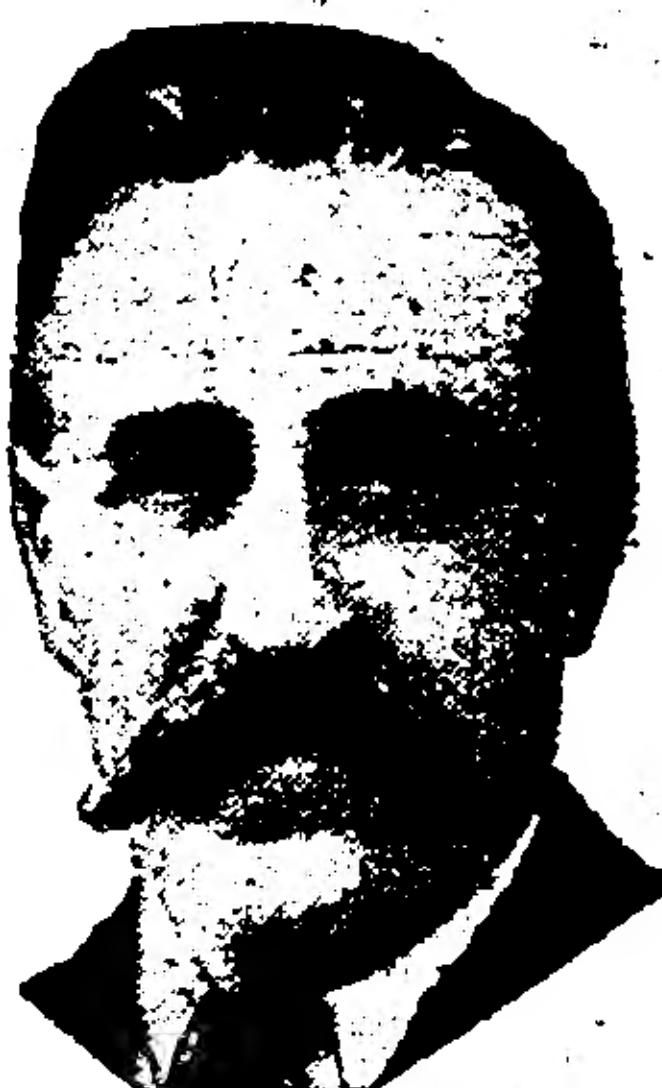
to the strike of cargo and wharf coolies, cargo for Hongkong will be overcarried and landed at Shanghai and/or at Kobe. Consignees are therefore recommended

to make the necessary arrangements respecting Insurance, etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

JARDINE, MATHESON &  
CO., LTD.

General Managers.

Friday, 20th. February, 1922.



Our Portrait is of Mr. E. F. WHEELER, of 22, Regent Street, Balby, Doncaster, England, who writes—

"About two years ago I had a nasty wound break out in my big toe. I had it attended to for about three months, but during that time it had spread to all the toes, with the result that I had to undergo an operation, but with no avail. Then, after another operation, as it did not get any better, I thought I would give your 'Clarke's Blood Mixture' a trial. After taking the first three bottles I could walk better, and now after having nine bottles the wound has quite healed, and I am pleased to say I have not seen any sign of it breaking out since."

Sufferers from Bad Legs, Rheumatism, Ulcers, Eczema, Boils, Pimples, Eruptions, Itchiness, etc., should realize that the blood and circulation can but give temporary relief—to be sure of complete and lasting benefit, the blood must be thoroughly cleansed of the impure waste matter, the true cause of such troubles. Clarke's Blood Mixture quickly attacks, overcomes, and expels the impurities, that in many cases render recovery almost impossible. Pleasant to take, and free from injurious ingredients.

Of all Dealers—see that you get  
Clarke's Blood Mixture  
"Emergency Blood Purifier."

SHIPBUILDERS.  
SHIP REPAIRERS.  
BOILER MAKERS.  
FORGE MASTERS.  
OXY-ACETYLENE AND  
ELECTRIC WELDERS.  
MECHANICAL AND  
ELECTRICAL  
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY  
OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET

LENGTH ON BLOCKS 730 FEET

DEPTH ON CENTRE OF

—SILL (H.W.O.S.T.) 34 FT. 6 INCH.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL, CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII

TEL. ADDRESS:—"TAIKOO DOCK"—HONGKONG

TELEPHONE NO. 22

CABLE PLAT: "T" OVER "ANG. PENANG"

BUTTERFIELD &amp; SWIRE, AGENTS.

HONGKONG, CHINA &amp; JAPAN.

NAVAL AND MILITARY  
APPOINTMENTS.

This week a number of appointments were made to ships on the China Station. These include the following:—Commander C. J. Crocker, D.S.C., to the gunboat "Tarantula" in command on recommissioning and as Senior Officer in the West River; Lieut. Commander C. K. Adam to the gunboat "Mantis" and in command on recommissioning; Lieut. Commander S. E. Nicholls to the gunboat "Crocket" and in command on recommissioning; Lieut. R. C. Hannah to the gunboat "Crocket" and in command on recommissioning; Lieut. R. Kerr to the gunboat "Gnat" and in command on recommissioning; Lieut. N. L. Veres-Smith to the gunboat "Cockchafer" and in command, on recommissioning; Lieut. C. E. J. Gibbs to the "Tarantula" on recommissioning; the Rev. W. Gill, B.A., chaplain joins the "Titanis" at Hongkong at an early date. Commissioned Boat-swain W. Pepperell has been posted to Hongkong Dockyard for service there.

Major and Brevet Lieutenant Colonel Cyril D.V. Cary-Barnard, C.M.G., D.S.O., Wiltshire Regiment, has been given the temporary rank of lieutenant colonel whilst commanding a group headquarters of the Tank Corps. Lieutenant Colonel Cary-Barnard was commissioned in the Wiltshire in October, 1900, whilst serving in South Africa as a trooper of the famous Lumsden's Corps of Irregulars. He got his second star in 1902 and the following year joined the West African Frontier Force, with which he served till 1906. He was promoted captain in 1909 and major in 1915. With Lumsden's Corps and the Wiltshires he served in the South African War, was in various affairs in Orange Free State, Orange River Colony, the Transvaal and Cape Colony (Queen's medal with three clasps). When the late war opened, he was with the Depot companies at Devizes, subsequently joined his battalion on the Western Front, was staff captain of the famous 51st Infantry Division, commanded the 15th Battalion Hants Regiment, 1916-17, was brigadier-general commanding the 68th Infantry Brigade in France, 1917.

## EARLIER TELEGRAMS.

## MORE TROUBLE IN IRELAND

London, Feb. 20.

The recent assertion of Mr. Michael Collins that a copy of a manifesto issued by the South Tipperary Brigade of the Irish Republican Army, repudiating the authority of the Provisional Government and L.R.A. headquarters, as inimical to the republic. A similar revolt has broken out in East Limerick. Devalera, continuing his anti-treaty campaign, spoke at Cork, claiming that the L.R.A. favoured his policy. The L.R.A. are seizing cattle, motors and other goods in South Tipperary on account of unpaid levies. The L.R.A. at Cork burned Dublin newspapers because the correspondent alleged intimidation in the appointment of delegates for the Ardara or All-Ireland Sinn Féin Convention to-morrow.

## THE TURKO-GREEK WAR

London, Feb. 20.

The French press is indignant at the Greek seizure in Greek waters of the cargo and coal of the French steamer Espoir, bound for Mersina, on the ground that she carried contraband of war. They point out that the incident is the more unfortunate as the Allies are about to offer to mediate in the Turko-Greek war. The French Government notes to Greece demands the release of the Espoir, Greece replying that despite friendship for France, she cannot endanger the safety of the Greek army. The Greek note concludes that the Espoir will be released after discharging her cargo.

## NAVAL ECONOMY.

London, Feb. 20.

In accordance with the policy of economy the Admiralty in August propose to reduce the number of Admirals allowed on the active list from ninety-two to seventy-seven. It is believed this step will not affect the three Admirals of the Fleet, namely Admirals Jellicoe, Beatty and Wemyss, who are surplus to the establishment and were specially promoted for war services, also the four Rear-Admirals seconded for service under the Dominion and foreign Governments.

## THE GENOA CONFERENCE.

Paris, Feb. 20.

In an interview with *Le Journal* the Czechoslovakian Premier Benes said there was nothing satisfactory to be expected from the Genoa Conference if it was unduly hurried. The programme should be carefully digested. Anyway, no plan for Europe's reconstruction could succeed outside France's, and Britain's, co-operation.—Havas.

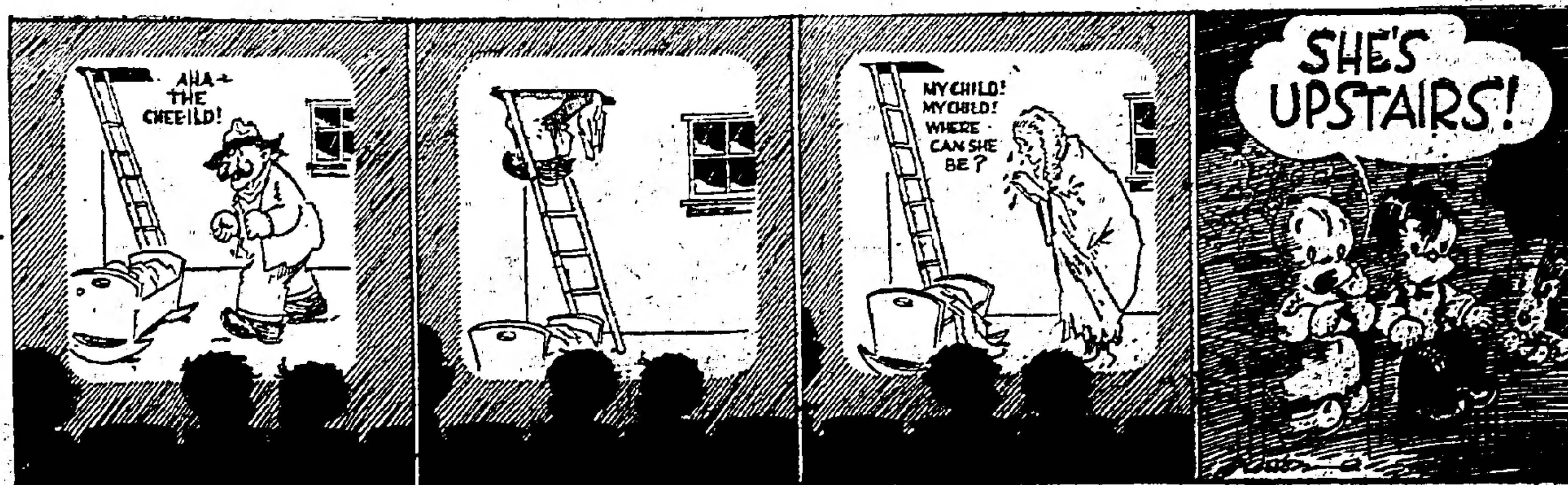
19, and later was Base Commandant at Taranto. Twice wounded in action, eight times mentioned in despatches and received the C.M.G., D.S.O., Italian War Cross, 1914 star, and won a second clasp to his D.S.O. and was promoted to his D.S.O. and was promoted brevet lieutenant-colonel—not a bad record for one campaign.—the *China Express and Telegraph*, Jan. 12.

NEW RACECOURSE AT HANKOW. According to the *Shanghai* certain British interests in Hankow have purchased land at Wuchang, built a racecourse thereon, and refused to pay the land tax. The British Minister in Peking is reported to have asked that the land be exempt from taxes, but the Ministry of Foreign Affairs is said to have refused.

FRECKLES AND HIS FRIENDS

He Saw It With His Own Eyes!

BY BLOSSER





## CHAMPAGNE

de ST. MARCEAUX &amp; CO.

REIMS.

Vintage 1911.

(Guaranteed)

The finest vintage wine since 1884.

Champagne de St. Marceaux & Co., Reims, is considered one of the finest Champagnes produced. It invariably figures in the Menus at State Banquets, Civic functions, Regimental Dinners; and is served in all the leading Social and Sporting Clubs of Great Britain, Europe, America, India and the Colonies.

Sole Agents:—

A.S. WATSON &amp; CO., LTD.

Wine &amp; Spirit Merchants.

ESTABLISHED 81 YEARS

TELEPHONE 616.

The rate of subscription to "The Hongkong Telegraph" is \$35 per annum. (Payable in Advance.)  
The rate per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.  
The "Hongkong Telegraph" is now on sale at and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

## Birth.

H. DEFONSO.—On February 21, 1922, to Mr. and Mrs. L. R. H. Defonso, at their residence, No. 3 Saifce Terrace, Kowloon, a daughter. Both mother and child well.

## The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 21, 1922.

## THE STRIKE OUTLOOK.

The strike situation appears to have somewhat improved as a result of Saturday's conferences and the replies made by the Government and owners to the seamen's new demands. So far as we can read the situation, the only issues now remaining for adjustment before arbitration commences are the precise point at which the Union shall be reopened and the men shall resume work. The seamen have asked for the appointment of arbitrators to decide the wage issue, agreeing to abide by the decision of the Arbitration Board, and the owners have agreed that their (the owners') offer shall be taken as the minimum from which the arbitrators shall start to work. So that appears to dispose of the wage question. But the seamen's delegates demand that the decision of the arbitrators on this matter of wages shall be made known before the men return to work, and that simultaneously the Government cancel the order closing their Union. This is where a divergence of viewpoint comes in, for the Government abides by its decision that the Union can only be reopened when the seamen have given proof of their freedom from lawlessness by returning to work. There does, however, appear some possibility of a compromise on this point as to when the men shall resume work, for it seems that the seamen's delegates at the Tung Wah meeting on Saturday expressed willingness that the men should return on the river steamers and the Hongkong, Wuchow and Hongkong-Swallow services before the Union's signboard is replaced. This fact has, we understand, now been notified to the Government.

That there is a spirit of compromise in the air, and that both owners and men are anxious to get the dispute settled at the earliest possible moment, is evident. The shipping companies have conceded a point by agreeing that their offer shall be made the starting point of arbitration, and it is now up to the seamen's leaders to drop all reservations, to get the men back to work and let arbitration proceed. The demand of the seamen's delegates that the wages decision shall be made known before the men resume is absurd, in view of the fact that they express their willingness to abide by the arbitrators' award. If they pledge themselves to accept the decision, what possible reason can there be for the men remaining out until the award is promulgated? At any rate, so near have the parties come to an ending of the deadlock that we hope a settlement will immediately be sought. After all, it was on a matter of wages that the men struck and as both sides have agreed to a basis of arbitration on this issue, the main obstacle appears disposed of. Add to that the fact that the men's delegates are willing that their other demands shall also go to arbitration, and it would seem that there is little else left for solution. But there may be more in it than meets the eye. The men's leaders have obviously now made the wage issue quite subsidiary to the reopening of the Union; and that is a matter upon which the Government cannot change its mind.

## NOTES &amp; COMMENTS.

## Luck at the Races.

Now that the Races are in full swing, there are the usual stories of luck and ill-luck so far as sweepstakes are concerned. We heard one man yesterday telling another that he had just missed winning close on three thousand dollars. When he explained himself, it was merely a case of his having bought a ticket numbered one less than the winning number in one of the races. His friend rightly told him that there was nothing in that to get excited about—that in sweepstakes a miss was as good as a mile. We have all heard, of course, of folk who have dreamt of a certain number, gone to the Races and bought it, and then won a handsome sum. But nobody ever seems to meet anyone to whom the experience actually occurred—we've all "heard about it," but that's as far as we ever get. The writer, however, once knew a man who swore that he would purchase a ticket whose number corresponded with the licensed number of the first ricksha he used during Race Week. He did so, and, by a happy coincidence, he won well over a thousand dollars. He tried the trick again the following year, but Dame Fortune did not smile on him this time.

## Another Story.

As an example of sheer bad luck, however, we do not think the case can be beaten of a local resident who at a Gymkhana bought a \$5 ticket on a pony which he thought was almost a "dead cert." Examining it to see how many people were backing it, he was astounded to note that he was the only investor. Then it dawned on him—he had been given by mistake a ticket on a rank outsider named Jock Scott. Anxious to get a run for his money, he went back and changed the ticket to fit in with his original choice. Result: Jock Scott romped in and paid close on \$240! The gentleman concerned then went into a corner and kicked himself severely. His friends all told him that he deserved the disappointment through not sticking to the ticket once he got it. And most gamblers will agree with the dictum.

## More Obstruction.

Hongkong is pretty much in the builders' hands at the moment, and the result is a generally unkept appearance at points where construction and reconstruction are taking place. This, of course, cannot be avoided, but there is one respect in which matters might well be improved upon. We refer to the obstructions that are caused through workmen using public thoroughfares for the purpose of dressing rough blocks of granite so as to render them fit for building purposes. This is quite a common practice, and, one which, in our opinion, should be discouraged by the authorities. As an example of the kind of thing we mean, we would draw the attention of the police to what is occurring outside the site of the building operations which are going on next to the new Bank of Asia in Queen's Road. The narrow piece of pavement there is being utilised by workers for the purpose which we have mentioned, and the consequence is that pedestrians have no option but to leave the sidewalk and go on to the road. It seems to us that much of this work of dressing stone could well be done in builders' yards; at any rate, the public pavement is no place for such operations. The police are very keen on pedestrians keeping to the sidewalks in the city, but at spots such as we have just referred to, this is utterly impossible, owing to the obstruction caused by workmen. The nuisance, as we say, is fairly general where building operations are in hand, and the police would be doing the public a service if they gave it their attention.

## CRICKET.

The following will represent the H.K.C.C. on the Club ground on Saturday the 25th. instant, against the I.R.C. play commencing at 2.15 p.m.—E. J. R. Mitchell (Captain), C. Blaker, H. H. Benson, L. J. Davies, Major H. M. Edwards, E. G. Lammer, Lieut. B. L. Leader, L. D. McNicoll, G. H. Piercy, R. E. A. Webster & F. N. Young.

## DAY BY DAY.

THOSE WHO MAKE THE MOST USE OF THEIR TIME MOST COMPLAIN OF ITS SHORTNESS.—*La Bruyere.*

There are now two girl students taking the medicine course at the Hongkong University.

Flags will be hoisted on all Government buildings on H.R.H. Princess Mary's wedding day, on 23rd February.

The Executive Committee of the Canton Municipality has decided to limit the speed of motor boats on the river to ten miles an hour.

Regarding the strike on the Yuen Han Railway, the managing director declares that he will grant the following rate of increase to employees—\$3 to station masters; \$2 to clerks; and \$1 to coolies. It is expected that the employees will agree to these terms.

Last week's health return shows five cases of small pox (three fatal), four of plague (one fatal), two of enteric (one fatal), two of paratyphoid fever (non-fatal), and one post-fatal case each of diphtheria and spotted fever. The paratyphoid fever cases were British and one of the enteric cases Indian, all the rest being Chinese.

For the theft of a padlock and a piece of zinc, valued at \$2, two boiler-scrapers were to-day each sentenced to four weeks' hard labour after it had been stated by the Chief Engineer of the Lake Gardens that these workmen had a habit of stealing any trifling things they could lay their hands on. He added that he brought up the case more for the deterrent effects it would give than for any regard for the value of the stolen articles.

A charge of hat-snatching was preferred against a Chinese at the Police Court this morning. The complainant was said to have been so enamoured of a girl in Temple Street that he was entirely oblivious to the presence of the snatcher until his hat had been actually snatched off his head. A district watchman, however, had watched the whole proceedings with interest. He waited until the culprit had made the attempt before he seized the man. Sentence of three months was passed.

Hard on the heels of the success achieved by last week's fancy dress dance, the Kowloon Theatre promises another enjoyable evening for devotees of the popular pastime to-night when it will hold a roulette dance. This latest diversion takes the form of an ordinary dance, with one novel and exciting addition. The floor is marked out as a roulette board and towards the end of each dance a wheel is spun. The couple having the good fortune to stand on the spot corresponding to that indicated by the wheel receive something to serve as a souvenir of their luck—prizes, in a word. The fun and excitement is obvious, and a very happy revel is anticipated this evening.

## SOUTH CHINA AFFAIRS.

## Serious Complications Arise.

Our Canton correspondent says it is reported that Sun Yat-sen, fearing that the dispute between Tong Chi-yao (former Tachun of Yunnan) and Koo Pui-chun (the present Tachun) may interrupt his expedition against the North, has sent two delegates with an offer of mediation. The former to abandon his idea of resuming the Tachunship of Yunnan and the latter to prepare troops to take part in the expedition instead of merely doing defence duty.

Owing to the serious situation which has arisen owing to the conflict between Kwangsi troops and Sun Yat-sen's soldiers, all the Cantonese merchants in various districts in Kwangsi have ceased business and are preparing to depart.  
Chan King-ming has despatched a long telegram to Tong Chi-yao explaining the serious complications that will arise if he actually begins a movement to secure the Tachunship of Yunnan.

## THE STRIKE.

## Again Waiting on Canton.

Up to the time of going to press, there appears to be no new development in the strike situation. The men's delegates are now acquainted with the reply of the shipowners and the Government to their demands, and three out of the four delegates have returned to Canton to report on the situation. It is evident that the question of the reopening of the Union is now the chief outstanding point, as both parties are willing to arbitrate on the other matters.

The delegates are expected to return to Hongkong to-night.

Shipping.  
The French steamer Andre Lebon sailed yesterday, the Dutch steamer Tjikini left for Kobe at noon to-day and the Andes Maru has cleared for Antwerp.

Amongst the arrivals are the Hanoi from Haiphong with cattle, pigs, chicken and rice, the Itola from Singapore with rice and lead, the Wuhp from Shanghai with general cargo. The Providence has returned from Canton.

The number of vessels in the harbour to-day is 153, total tonnage being 246,141. This is a slight increase on yesterday, when there were 152 ships with a total tonnage of 235,183.

The number of big ships in the harbour to-day is as follows:—

	Tons.
British, 73...	125,515
Chinese, 35...	28,115
Japanese, 16...	33,819
American, 11...	22,374
Dutch, 5...	14,753
French, 5...	3,792
Norwegian, 10...	10,412
Portuguese, 1...	1,145
Siamese, 1...	1,012
Swedish, 1...	44
Total, 153...	246,141

## More Food Seized.

Our Canton correspondent states that on the 18th instant members of the Seamen's Union detained 266 catties of fish which were intended for Hongkong and presented them to the Po Chui Convent as a gift.

## A Scurrilous Attack.

The Canton vernacular papers on the 20th instant republished the text of a scurrilous proclamation issued by the managing department of the Seamen's Union, which was posted in front of all the Kuo Ming Tang premises along the west bund. It attacked the Hongkong Government and the shipowners and declared that the Union would not give way until all its demands had been conceded. We refrain from publishing its text.

## ATTEMPTED ARSON.

## Startling Discovery in Queen's Road.

A Chinese gentleman returning home in the early hours of Sunday morning, in a ricksha, noticed smoke issuing from the verandah of the upper floor of No. 283 Queen's Road West. He rushed up the staircase and made the startling discovery that a fire had just broken out from a quantity of joss-paper well soaked in kerosene, from which was trained a quantity of gun powder. The alarm was given, and the inmates, with the assistance of the police, quickly put the fire out.

About two hours after this attempt to set the building on fire, a foki of the adjoining floor was awakened by something hard falling on his head. It proved to be a brick, knocked out of the wall by someone attempting to communicate between the two floors. Suspicions were aroused in response to an urgent message the police again came and investigated the matter. In the next house, No. 281, it was discovered that a kerosene tin, well filled and wrapped in a piece of trunk-lining, had been placed in such a manner as to confirm the suspicions of the police that, failing in their previous attempt, the culprits were making another effort at arson. The piece of lining furnished a valuable clue, for it was found to have been torn from a trunk belonging to one of the inmates. This man, with two others and a woman, was taken into custody, and when the case came up before Mr. J.R. Wood this morning, Inspector Kent explained the facts, adding that he had every hope of tracing the Chinese gentleman who first made the discovery of the fire. The case was remanded for further police investigations.

## WASHINGTON'S BIRTHDAY.

## Big Ball in Shanghai.

(From Our Own Correspondent.)  
Shanghai, Feb. 13.

Final preparations have been made for the Washington Ball at the Town Hall to-morrow night. Eleven hundred invitations have been issued and elaborate decorations and a dance pageant arranged.

## BRITISH LEGION IN SHANGHAI.

(From Our Own Correspondent.)  
Shanghai, Feb. 21.

The United Services Association at its annual meeting appointed a Committee to ascertain the terms of affiliation with the British Legion.

## JAPANESE INTRIGUE ALLEGED.

## American Officer Leaves for Home.

(From Our Own Correspondent.)  
Shanghai, Feb. 21.

Major E. M. Clarke, American representative on the Inter-Allied Technical Railway Board at Vladivostok, has sailed for home on four months' furlough. He was silent on charges of Japanese intrigue in Siberia, which culminated in a search of Major Clarke's private car by the Merkuloff officials. It is believed that the purpose of his trip is to lay the whole case before Washington.

## CANTON LABOUR.

## Ricksha Coolies Threatening Strike.

The Kwangtung Tramway Company (says the Canton Times) has grabbed a great deal of the ricksha coolies' business by adding third class cars to the motorbuses. According to the ricksha coolies, their daily earnings have been greatly affected and they cannot earn half of what they could before, while they have to pay the same rate of vehicle rentals to the ricksha company. Deploping the hardships of their comrades, some of the more progressive coolies recently organized a Ricksha Coolies' Union on Wei Fuk Maloo. The union decided that measures should be taken against the motorbus company and the ricksha companies. They will soon issue an announcement declaring that unless the rate of vehicle rentals of the ricksha companies is reduced and the third class cars of the Kwangtung tramway Company be suspended, they will strike until their demands are granted.

## Workwomen Organizing Labour Federation.

In view of the rapid increase in the number of workwomen in different industrial and commercial enterprises, Miss Wong Shent-ching, and other progressive workwomen have (says the Canton Times) recently proposed to organize a Workwomen's Labour Federation in Canton. The ladies give as their reasons for the organization of such a federation the fact that there is a labour federation for male workers, which has already obtained benefits for the workmen of the city, and there is no reason why the working women should not organize a like body in order to give them an opportunity to co-operate. A Committee of Promoters has been organized by 10 of the women workers. Regulations have been drafted by the Committee and presented to the Government for formal registration. The name of the organization is "The Federation of Canton Workwomen's Unions." It is understood that the different workwomen's labour unions of Canton.

## RE-ESTABLISHING GERMAN CONSULATES.

The German Minister has notified the Waichiao that his Government is desirous of re-establishing a Consulate General at Tientsin with consular jurisdiction at Cheloo concurrently.

## WHO WON THE FIRST PRIZE?

Our office telephone got over-heated to-day. People interested in the Derby were responsible. Ten minutes before the race commenced, enquiries began to pour in. We didn't so much mind giving away our saleable goods for nothing, but what we did object to was the inconvenience caused to our representative at the Racecourse who could not get in touch with us by telephone because the line was blocked by these anxious folk.

Just as we got the first edition to bed and were settling down to a few sandwiches and a bottle of the Dairy Farm's best, exchange connected us to a very excited female voice. Roused the following conversation:—  
Fe: Could you please tell me who won the Derby?  
Us: Oh, Sun Star.  
Fe: But who won it?  
Us: Ah! you wish to know the name of Sun Star's owner?  
Mr. Birkett.  
Fe: No, no, who won it?  
Us: Oh, the jockey's name?  
Mr. Doyle was the lucky man.  
Fe: Would you mind telling me who—  
Us: Sorry, we've forgotten the name of the jockey, but if you ring up the—  
Fe: I want—could you tell me who won the FIRST PRIZE?  
Us: R-n-n-n-g!

## 22ND. PUNJABIS.

## Leave for India.

The Troopship Dufferin which arrived here last week, with relief troops for the local Indian garrisons, left this morning for Karachi, having aboard the 22nd Punjab. The process of embarkation took place yesterday afternoon, under the supervision of Colonel Nicholson, who represented the General Officer Commanding. With the departure of the battalion, which numbered some 600 rank and file, official and sporting circles of the Colony will miss a familiar figure in the person of Colonel Clement-Smith, who is personally taking his battalion to India for its disembarkment. Acting as medical officer and ship's adjutant respectively are two well-known officers of the Regiment, Captain H. E. Murray L.M.S., and Captain M. Glover, while Lt. R. K. Emerson, of the same battalion, will act as quartermaster for the voyage.  
The relieving troops, the First Battalion of the 102nd Grenadiers, have moved into Whitefield Camp.

## INTREPID VOYAGERS.

## Round the World in a Ketch.

There is at present in the harbour a forty-four ton ketch in which four Swedish naval officers, with a taste for adventure, are touring the world. She is named the Tindra, and is commanded by her owner, Capt. S. Ramn.  
In this tiny craft, which is fitted with a 60-h.p. auxiliary motor, the four voyagers left Karlskrona on September 25th, 1920. They have visited many ports during their travels and have come to Hongkong from Yokohama, which they left on Jan. 20 of this year. They intend to complete their tour in two years.

## MYSTERY OF MR. HARRY SZE.

## Former Student of Hongkong University.

A Montreal message states: Mr. Harry Sze, an American-born cousin of Dr. Alfred Sze, Chinese Minister to the United States, has disappeared in Montreal, and the police are working on a murder theory advanced by local Chinese merchants.  
Mr. Sze, 28 years old, and a former student at Hongkong University, arrived here from Ottawa. He was en route to New York, planning to enter Harvard or Yale University and had \$4,000 in cash in his possession. He went with several friends to the Chinese Club, spent several hours there, and has not been seen since.  
A delegation of Chinese went to police headquarters to insist on a search being begun. Robbery, they declared, might have supplied a motive for his death.  
Another cousin of Mr. Harry Sze is Mr. A. Sze of New York City, an importer and exporter.



### THE IRISH TROUBLES.

#### British Officers Shot Dead.

(Reuter's Service.)

(Continued from page 1.)

London, February 20. Two British officers have been shot dead in Dublin. One of the officers shot at Dublin is most seriously wounded, but is still living. Officers accompanied by a private were riding in a motor-car when a score of armed men opened fire. The driver accelerated speed, and the car outdistanced the attackers.

#### Attacks in Southern Ireland.

London, February 20. In the House of Commons, in reply to questions, Mr. Churchill stated that since the signing of the treaty there had been 83 attacks on the police and 34 on the military in Southern Ireland. Eleven police had been killed and 32 wounded, while two of the military had been killed and four wounded.

#### Sinn Feiners Released.

London, February 20. The Sinn Fein footballers who were arrested by Ulsterites have been released from Londonderry prison.

### BY-ELECTION RESULTS.

#### Double Labour Gain.

London, February 21. A considerable anti-Coalition turnover of votes was recorded at the by-elections in North-Camberwell and Clayton. The former was captured by Mr. Ammon (Labour) with 7,834 votes against Mr. Mellor (Conservative) with 6,717. At Clayton, Mr. Sutton (Labour) was successful with 14,662 votes against Mr. Flanagan (Co-Unionist) 11,038. Both these are Labour gains.

### OPIMUM-SMUGGLING MENACE AT HOME.

#### Statement of British Customs Officer.

London, February 20. The large quantities of opium that are being smuggled into England is constituting a menace, it was stated by a Customs officer at Hull to-day when a Chinese seaman was fined £30, with the alternative of two months' imprisonment, for attempting to smuggle a pound of opium.

### INTEREST ON DEBT TO U.S.

#### Budget Provision at Rate of £50,000,000 per Annum.

London, February 20. In the House of Commons, Lt.-Commander Hilton-Young foreshadowed a provision of £25,000,000 in the coming Budget for the purpose of paying off six months' interest on the British debt to America.

### NAVAL CENSUS.

#### Carrying out Reductions of Personnel.

London, February 20. With a view to supplying data for carrying out early naval reductions, the Admiralty has ordered a census at midnight of the 23rd inst. of all officers and men afloat and ashore.

### U.S. NAVAL WIRELESS FOR THE PRESS.

#### Extension for Five Years.

Washington, February 20. The Senate has passed a resolution extending the privileges of the naval wireless service to the Press for five years.

### THE LEWIS-CARPENTIER CONTEST.

#### May Fixed for the Clash.

London, February 20. The Lewis-Carpentier contest has been fixed to take place at Olympia, London, on May 11.

### AUSTRALIAN LOAN.

London, February 20. The Victoria Government loan list was closed this morning. [The loan is for £4,000,000 at 5½ per cent, the price of issue being 92.]

### U.S. IMMIGRATION LAW CONTINUED.

Washington, February 20. The House of Representatives passed a resolution extending the present Immigration Regulations until June 30, 1933.

### FRANCE'S WASHINGTON DELEGATES REACH HOME.

Havre, February 20. The French delegation to the Washington Conference has arrived.

### CHINESE NEWS.

#### Money for the South.

A Peking telegram states that as Liang Shih-yi's third extension of leave is about to expire, he is preparing to send in his resignation.

Another Peking message says it is rumoured that Chang Jik-jin has joined hands with the South-West party and that he will supply Canton with \$2,000,000, Kwangsi with \$1,000,000 and Szechuan, Hunan, and Kweichow with \$500,000 each to meet military expenses.

A Shanghai telegram states that, in reply to a query by the military officials in Hunan, Wu Pui-fu has declared that he will not evacuate Yochow until all Cantonese troops have left Kwangsi.



### THE LATE SIR THOMAS SUTHERLAND.

#### Tribute from "T.P."

In his weekly writings on "Men, Women and Memories," Mr. T. P. O'Connor, M.P., says: "If you had met the late Sir Thomas Sutherland, who died at nearly ninety years of age, at any spot on the earth, you would have known him to be a Scotchman. The rugged features, the mixed expression of vigilant shrewdness and good-natured irony, and the athletic robust figure were all characteristically Scotch. He was a remarkable man in his way. Like so many others of his race, he was ready to leave Bonny Scotland for such remote regions as the Far East, and there got that intimate knowledge of trade conditions in that region, teaming with population and with trade possibilities, which made him an ideal chairman for the P. and O. Company. That wonderful institution, which plays in the Anglo-Asiatic life of the British Empire so great a part, carrying men and women and children and fortunes and marriages, and all the other incidents of life—as real and familiar a thing to every Britisher exiled to the East as his own drawing-room and family circle; and it requires constant incessant solicitude and sound management."

Sir Thomas knew all about it, and lived, worked, and spoke for it. I remember one night in the House of Commons he created quite a hubbub by speaking of it as "a large but a poor company." Of course, he was pleading against taxation, and when a Scotchman has to plead about finance directed against his pocket he has an almost unequalled power in making what the Irishman calls "a poor mouth." In later years Sir Thomas was a good deal handicapped by deafness. He was a most kindly soul, and never refused any little concession that was in his power to his fellow members. It was but natural that one great Scotchman should be succeeded by another; Lord Inchcape was the inevitable successor to Sir Thomas, and he is something of the same type of Scotchman—very able, very shrewd, very resolute, and very good-natured. I remember Lord Morley telling me when he was Secretary for India that Lord Inchcape—that was not his name then—was the best member he had in the India Council.

### THE WRITING OF HISTORY

#### L. O. N. Union's Plea for Free Play.

Mr. Maxwell Garnett, of the League of Nations Union, has addressed the following letter to the Times:—Professor Hearnshaw is reported as having said at the Historical Association that the League of Nations Union tried to induce the Board of Education to revise the textbooks of history to make them more in accord with the view of the Union. Without embarking on the vexed question "What is truth?" it is important that no false impression of what the Union is endeavouring to do should be given. It is clear that no one can write history without "bias," another and less war-torn word for "propaganda." Professor Hearnshaw will grant that Gibbon and Macaulay—indeed, all celebrated historians—have allowed their opinions to colour their facts. It is also clear that no one can teach history without bias, since to one man Frederick the Great is a hero and to another he is a scourge. The League of Nations Union does not desire to remove the bias of the teacher; but it does wish the teacher to be free in the exercise of that bias. As was explained to Mr. Fisher, at the very deputation to which Professor Hearnshaw alludes, we do not wish to limit the freedom of the teachers; we wish to increase it, so that the law of averages working among the whole body of teachers will ensure that all the various forms of bias cancel one another out, with the result that an approximately true account of man's evolution will be presented to the next generation of citizens.

There can be no doubt that at present most of the text-books, syllabuses, and examination schedules are tending to impose, perhaps unconsciously, a limited and narrowly national view of history. The removal of the pressure thus imposed is essential to the emancipation of history-teaching. It is for this and not for the substitution of any special theory of its own, that the League of Nations Union is contending.

## DAIRY FARM NEWS.

### CHEESE

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### HUGE ELECTRICITY SCHEME.

#### One Supply for Greater London

A gigantic scheme for the amalgamation of the power supply to London and areas in six other counties has been approved by the Electricity Commissioners. They confirm, with a few minor alterations, the provisionally determined district—known as the London and Home Counties Electricity District—which includes:—

L.C.C. area.  
Middlesex, and parts of  
Herts, Bucks,  
Surrey, Kent,  
Essex.

The area involved is above 1,660 square miles with a population of 8,000,000.

#### GROUP STATIONS FIRST.

In their report, issued last night, the Commissioners say a Joint Electricity Authority will be established on the lines proposed by the L.C.C. and the conference of local authorities, and that the body shall be constituted as follows:—

UNDERTAKERS	NO. OF REPS.
Local authorities	8
Companies:—	
London	8
Outside London	1
Power	1
L.C.C.	6
Middlesex and Bucks	1
Berts and Essex	1
Surrey and Kent	1
Railway companies	1
Chairman if elected from outside	1
Total	27

for the first stage of the scheme which will terminate about 1925-26, the Commissioners agree with the proposals submitted.

These involve some extensions of existing plant and the grouping of stations, so that the fullest use

may be made of plant which will amount by 1925-26 to 633,000 kilowatts in all.

#### RIVERSIDE STATION.

For development beyond the first stage the Commissioners have evolved a modified scheme, which they say shows substantial savings over the schemes submitted for a development of the "group" stations. The modified scheme involves the erection of a well-placed riverside station, or stations, where necessary facilities for condensing water and cooling can be easily obtained.

The first capital station is to be on the Barking site, on which the County of London Electric Supply Company, Limited, are prepared to begin immediately the construction of a 100,000 kilowatt station.

#### £1,000,000 A YEAR SAVING.

As compared with the estimated annual cost of electricity supplied to the busbars of authorised distributors—£7,262,700, or 1.147d. a unit under the technical scheme submitted—the Commissioners' proposals should enable electricity to be delivered at a cost of £6,190,700, or 0.978d. a unit.

This will be an annual saving of upwards of £1,000,000 or 15 per cent.

It is expected that under the new scheme (the report says) about 50 of the existing stations will be gradually closed down and that only 12 or 14 will survive as generating stations.

A scheme submitted by Poplar Borough Council for dealing with East-end power supply is turned down by the Commissioners.

It would be short-sighted, they say, to establish a smaller district than that provisionally determined.

The Commissioners will embody their decisions in a draft order, which will have to be the subject of a further inquiry.

### NOTICES.

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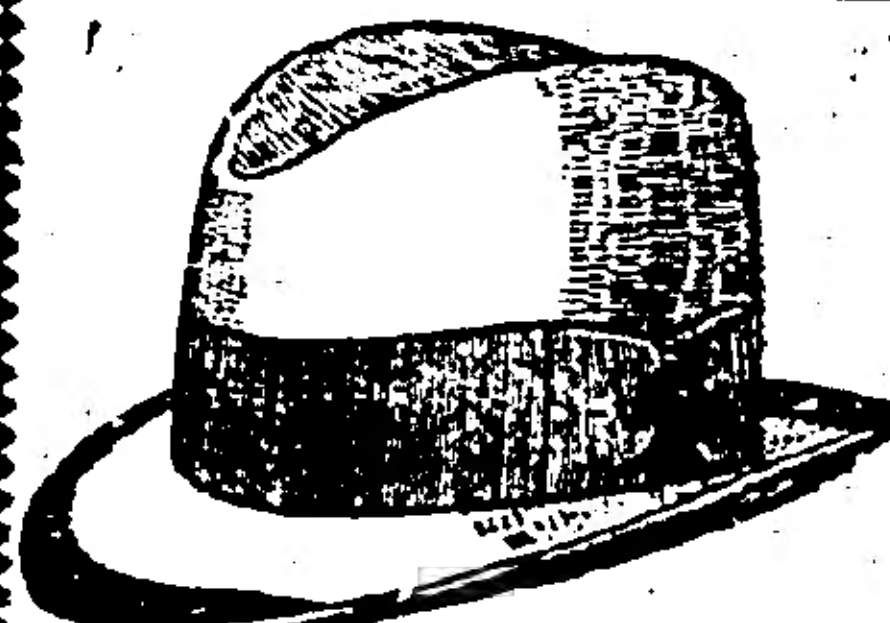
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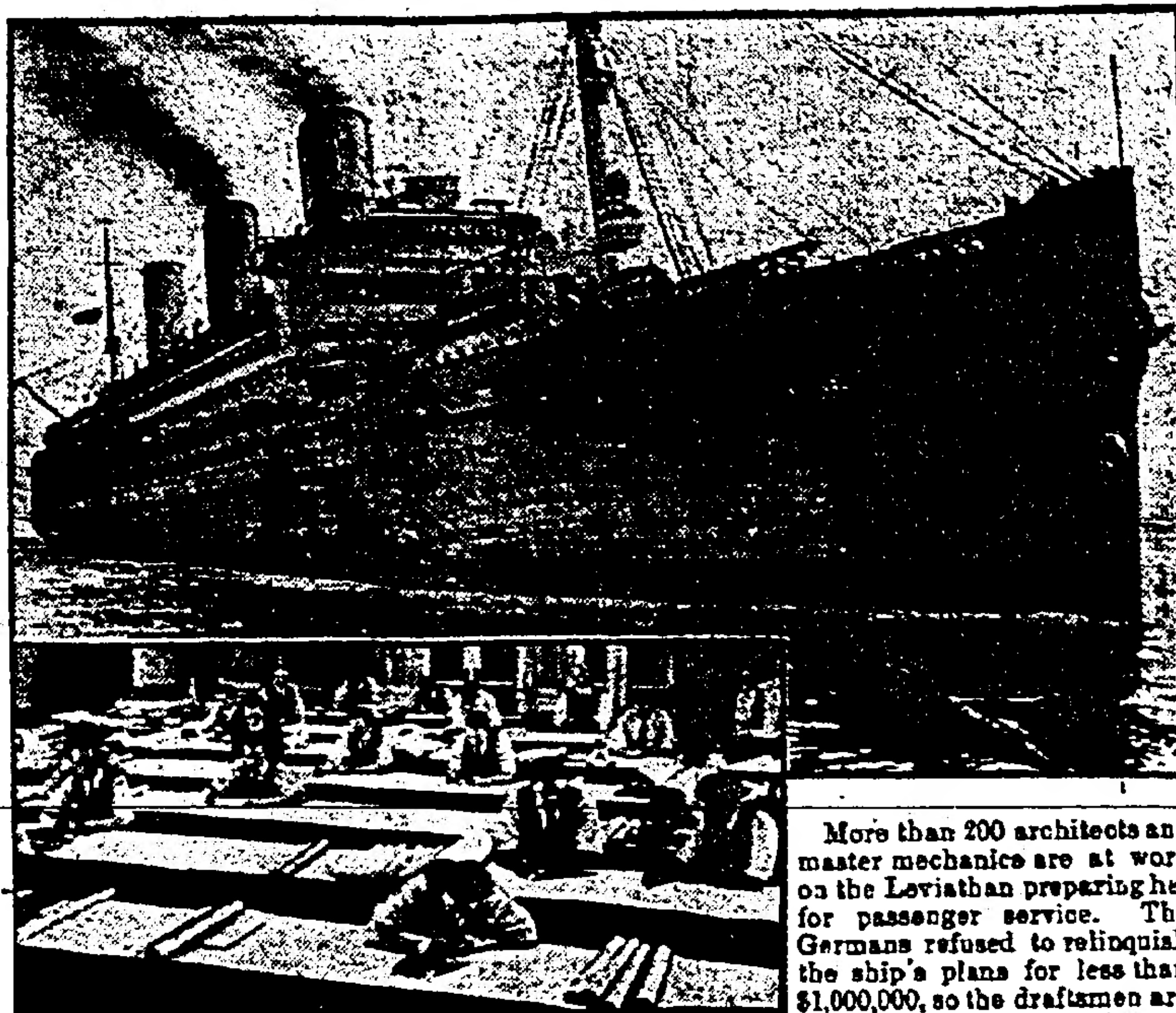
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# CAMERA NEWS



Lady Mary Cambridge (above) will be a bridesmaid at the wedding of Princess Mary and Viscount Lascelles. So will Lady May Cambridge, her sister.



More than 200 architects and master mechanics are at work on the Leviathan preparing her for passenger service. The Germans refused to relinquish the ship's plans for less than \$1,000,000, so the draftsmen are at work in the ship's famous winter garden making diagrams of wires, pipes, etc.



Frau Swandina of Germany lifts a field gun and balances it upon her shoulder. And she holds a mere man aloft like a 10-pound dumbbell.



Mr. Henry P. Fletcher, the new U. S. Ambassador to Belgium, with his wife.



Many prominent persons were present at the recent opening of the British parliament, called to consider the Irish peace treaty. Among those who witnessed the ceremonial opening by King George were the Marchioness of Queensberry (above at left), Mrs. Margot Asquith and Col. George Harvey, the American Ambassador.

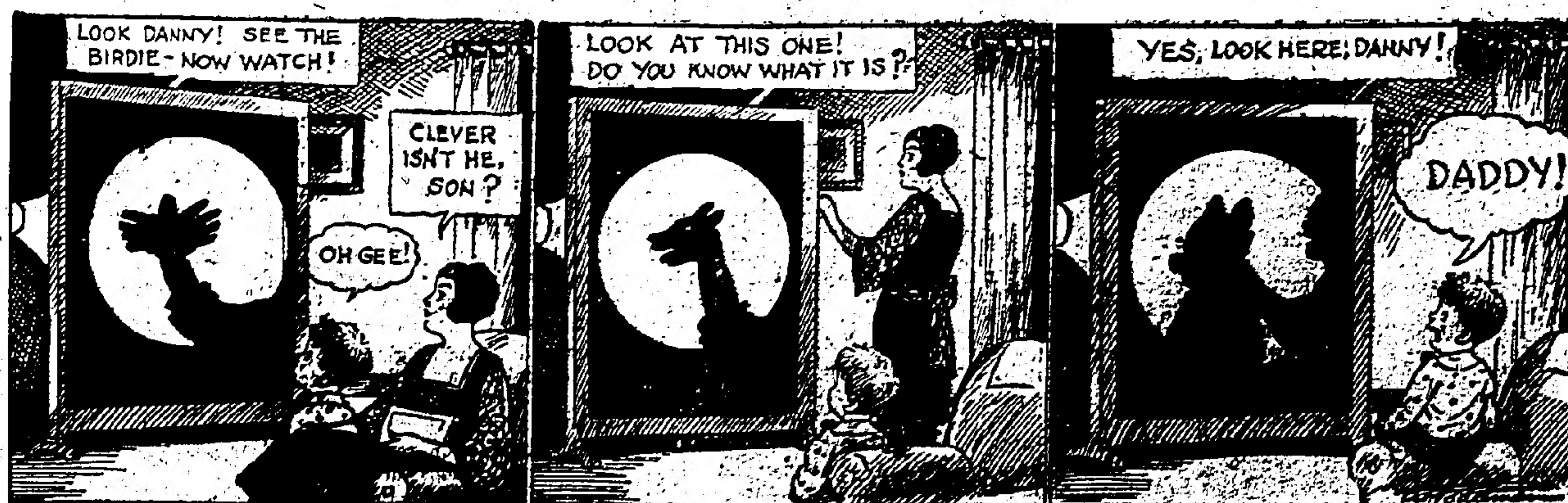


J. H. James as he landed after breaking the world's speed record for one kilometre at Martlesham, England. He attained a speed of 212 miles an hour in a 450-h. p. Napier biplane.

## DOINGS OF THE DUFFS

## Moving Pictures at Home.

## BY ALLMAN









## PACIFIC SHIPPING.



## HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver &amp; Montreal.

From	Due	From	Due
Hongkong	Vancouver	Canada	England
Empress of Russia	Feb. 25	Mar. 15	Mar. 31
Empress of Asia	Mar. 25	Apr. 15	Apr. 29
Empress of Russia	Apr. 25	May 15	May 25
Empress of Asia	May 25	June 15	June 25
Empress of Canada	June 25	July 15	July 25
Empress of Russia	July 25	Aug. 15	Aug. 25
Empress of Asia	Aug. 25	Sept. 15	Sept. 25

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

\* Three times a week direct to London.  
Standard Shipping Co. Corporation & Agents.

Canadian Pacific House at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal & Quebec.

## "CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.  
Hongkong Office: Telephone 752. Cable Address: GACANPAC.



HONGKONG TO SAN FRANCISCO.

via Shanghai, Japan, Korea, Japan &amp; Honolulu.

"THE PATHWAY OF THE SUN"

Ship	Leave Hongkong	Arrive San Francisco
KOREA M.	20,000, Feb. 25	22,000, Apr. 4
PERIA M.	9,000, Mar. 31	20,000, Apr. 24
SHINYO M.	22,000, Mar. 31	22,000, May 1

Callings: Dairen and on route call at Shanghai.  
Callings at Dairen. Callings at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

via Manila, Japan, Honolulu, Hawaii, San Francisco, San Pedro de Macoris, Cuba, Bahia, Callao, Mollendo, Lima & Iquique.

Ship	Leave Hongkong	Arrive Valparaiso
GINYO MARU	20,000, Mar. 31	22,000, Apr. 24
ANYO MARU	9,000, Mar. 31	20,000, Apr. 24
SEIYO MARU	22,000, Mar. 31	22,000, May 1

\* On to Manila.  
For full information regarding passengers, freight and sailings apply to—

Y. TSUTSUMI, Manager,  
King's Building. Tel. Nos. 2374 & 2375.  
Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

## STRUTHERS &amp; BARRY.

Managing Agents: United States Shipping Board.

EXPRESS FREIGHT SERVICE TO LOS ANGELES &amp; SAN FRANCISCO via MANILA.

S.S. WEST CHOPAKA Due Hongkong 28th Feb.  
Leave .. 26th Feb.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS—THRU ES/LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

For Full Information apply to

STRUTHERS & BARRY  
1st Floor, Powell's Building  
12 Des Voeux Road Central  
G. P. BRADFORD, Rev. Agent.  
Phone No. 3003.



REGULAR FREIGHT &amp; PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG &amp; HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow &amp; Pakhoi

S.S. "HOZUI MARU" ... on or about 22nd February.

FOR KEELUNG via Swatow &amp; Amoy

S.S. "TAIKWA MARU" ... on or about February.

For further particulars, please apply to—

Branch Office,  
No. 37, Bonham Strand, West,  
Tel. No. 155.

S. MITARAI,  
AGENT,  
Top Floor, King's Building,  
Tel. No. 140.

## PACIFIC SHIPPING.



## DOLLAR LINE

ON T-E BERTH FOR

NEW YORK via Suez.

S.S. M. S. DOLLAR Mar. 15.  
S.S. GRACE DOLLAR Apr. 11.

Los Angeles, San Francisco &amp; Vancouver.

S.S. BESSIE DOLLAR Apr. 20.  
S.S. HAROLD DOLLAR Apr. 8.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

3rd Floor, General Post Office Building. Tel. 773 &amp; 792.



Operating following U.S. Shipping Board Steamers.  
PASSENGER & FREIGHT SERVICE.  
For SEATTLE & VICTORIA, B.C.

Via Shanghai, Kobe and Yokohama.

Ship	From Hongkong	Arrive Seattle
S.S. Silver State	Mar. 9	Mar. 23
Pinetree State	Mar. 23	Apr. 11
Wenatchee	Apr. 6	Apr. 25

MANILA SERVICE.

Ship	From Hongkong	Arrive Manila
S.S. Silver State	Feb. 27	Mar. 13
Pinetree State	Mar. 13	Mar. 27
Wenatchee	Mar. 27	Apr. 10

Through Bills of Lading issued to Overland common points.  
Passengers and Freight: Particulars, apply to

THE ADMIRAL LINE

5th Floor, Union Building. PASSENGER OFFICE.  
Telephones 2477 & 2478. Queen's Bldg. 2, Ice House St.

## THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON-SINGAPORE-BATAVIA and other JAVA PORTS.

GLYMONT  
LAKE ONAWA  
LAKE FARRAR

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Union Building. PASSENGER OFFICE.  
Tel. 2477 & 2478. Queen's Bldg. 2, Ice House St.

## SERVICE TO NEW YORK.

NEW YORK and/or BOSTON via PANAMA.

S.S. SATSUMA 28th February.  
" ENDICOTT 20th March.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.  
THE ADMIRAL LINE  
AGENTS.

Telephones 2477 &amp; 2478. 5th floor, Union Building.

HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. & 10 p.m. (Sundays 10 p.m. only).  
From Canton daily at 8 a.m. & 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings:—To Macao daily at 8 a.m. & 2 p.m. (Sundays at 9 a.m. only).  
From Macao daily at 8 a.m. & 2 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the Company's office, Union Building, or from Booking Agents, Messrs. Thos. Cook & Son and the American Express Company, Hongkong.  
Until further notice all sailings suspended.

## PACIFIC SHIPPING.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FAST FREIGHT AND PASSING-ON STEAMERS.  
"NANKING" "NILE" "CHINA"

Trans-Pacific Service  
HONGKONG TO SAN FRANCISCO.  
via Shanghai, Japan Ports and Honolulu.  
S.S. NANKING S.S. NILE S.S. CHINA  
on or about Feb. 27. on or about Mar. 15.

Java Service  
HONGKONG TO SINGAPORE & BATAVIA  
S.S. GORJISTAN

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.  
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to nearly all points for principal Atlantic Ports.

C. T. SURBRIDGE, GENERAL AGENT

Prinsep's Bldg. No. 1934. Tel. 1934.  
1st Floor, Union Building. Tel. 2161.

## NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S.S. Co., Ltd., &amp; China Mutual S. S. Co., Ltd.)

AMERICAN &amp; MANCHURIAN LINE

(Ellerman &amp; Bucknall S.S. Co., Ltd.)

FOR BOSTON &amp; NEW YORK.

Sailings from Hongkong.

"NINGCHOW"	via Suez Canal	2nd March.
"AJAX"	via Suez Canal	10th March.
"KABINGA"	via Suez Canal	24th March.

\* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.  
HONGKONG & CANTON REISS & CO. CANTON.

UNCLAIMED TELEGRAMS.

EASTERN EXTENSION AUSTRIA

ASIA &amp; CHINA TELEGRAPH CO.

Adelaide Armateur, from

Varela.

Ahme, from San Francisco.

Aston Passenger s/s City of

Sirma, from Kolarbuzan.

Charles Dailey, from Chicago.

Carr s. from Haiphong.

Macgillivray, from Shanghai.

Max Boas Keystone State,

from Manila.

Melbourne Sanders, from

Greatbookham.

Tehychwata, from Bombay.

M. E. F. AIRY.

Superintendent.

Hongkong, Feb. 16, 1922.

## COMMERCIAL NEWS.

AUSTRALIAN TIMBER.

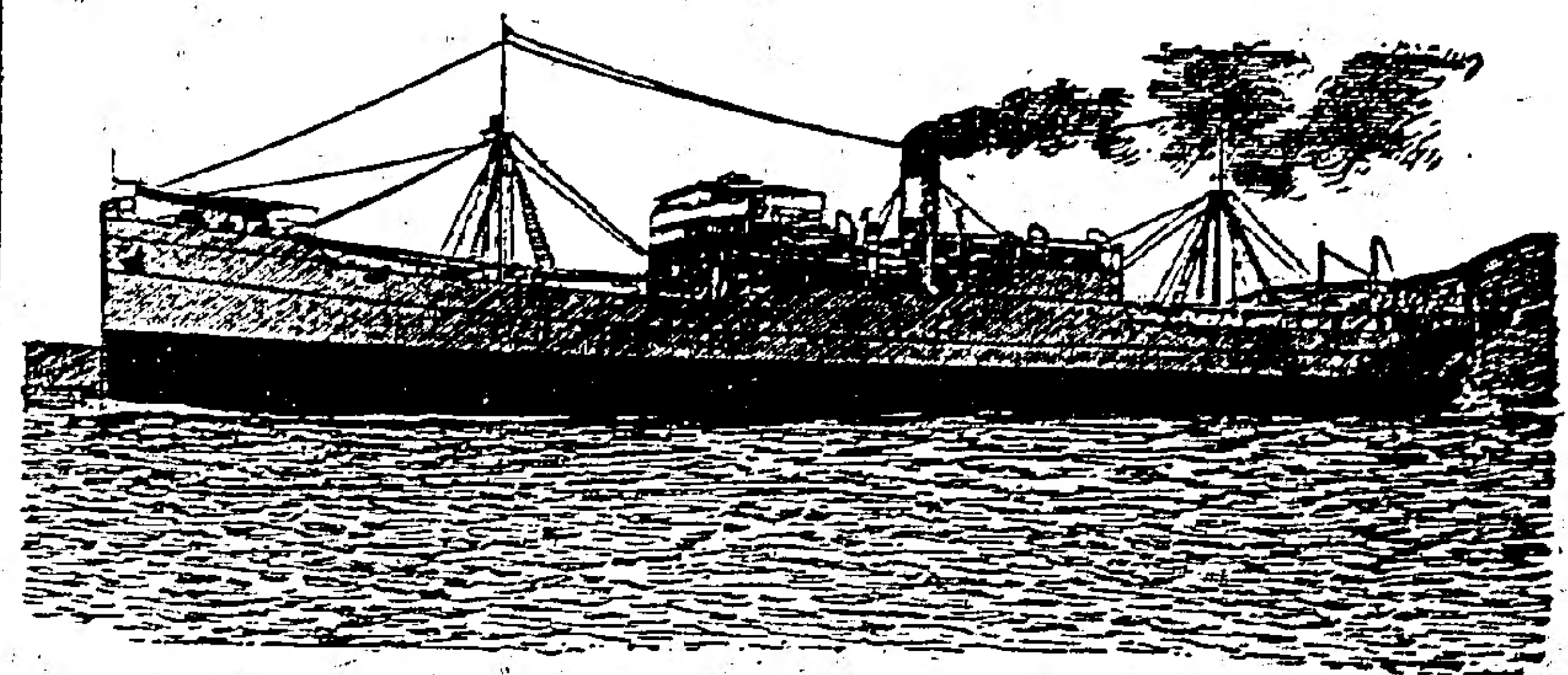
The Australian Trade Commissioner at Shanghai states that the total value of hardwood timber production in Western Australia is now £20,000,000 and a virgin forest of 400,000 acres, equal to ten years' supply at the present rate of cutting, awaits the axe of the lumberman. So far the disposal of West Australia's noble heritage of hardwoods has been on the lines of the glowing prodigality of famous goldfields. Until only very recently the forest wealth of the great western State of the Commonwealth was squandered with little or no heed for the future. The destruction of vast areas of mature hardwood, representing centuries of uninterrupted growth was wanton in extent and sometimes in purpose. A heritage was treated as a wasting asset. The experiences of other lands at last provided a lesson for Australia, where re-afforestation is not now regarded as a revolutionary gospel of production. What has been applied called "a forest conscience" has been quickened. It is recognised that forestry may be made a permanent and a very valuable industry. This forest conscience is quick and keen just now in Western Australia, where the scope for forestry on modern plans for improvement of quality in timber as well as for a more profitable use of its products is illimitable. Past and present value of the State's splendid hardwoods is a great incentive to progress in scientific forestry. Last year an exhibition of forest products was held at Perth (Western Australia) under the authority of the West Australian Council of Development. It was a noteworthy display revealing in interesting and informative forms the fine work of the Forests Products Laboratory. The exhibits included samples of paper manufactured from Karri wood pulp. The scope for paper-making in Australia may be gauged by the fact that the newspapers of the Commonwealth use 60,000 tons of paper a year. In the arts and crafts section of the exhibition there was an excellent display of jarrah, karri, sheoak and other hardwood timbers. There were samples of trees containing valuable drugs, gums, and oils all inviting research and development. It is nearly eighty years since merchantable gums were extracted from Australian timbers, but very little has been done towards developing this branch of the timber industry. The exhibition showed clearly that Australia is unrivalled for utility timber of an enduring quality, and the demonstration of past neglect of a mighty asset should lead to rapid progress towards reviving the generous products of bygone centuries. ICHANG MERCHANTS' PRECAUTION Merchants of Ichang are taking precautions against future possible events by building gates at either end of all the streets both within and without the city. In all 180 gates or barricades have been erected, the cost of which is estimated roughly at \$10,000.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

[TELEGRAPHIC ADDRESS "MANIFESTO"] HONGKONG

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.,  
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc. M.I.N.A. KOWLOON DOCK HONGKONG



Shipping to Europe, Australia, and other Ports.

**P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND)

TRAFFIC: BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, AUSTRALIA, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR &amp; ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS

(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
DUNERA	15,400	1st Mar.	Singapore, Colombo & B'way
KASHGAR	9,000	1st Mar.	M'les, London & Antwerp
SICILIA	6,700	14th Mar.	Singapore, Colombo & Bombay
KHIVA	9,000	15th Mar.	M'les, London & Antwerp
DEVANHA	8,000	29th Mar.	M'les, London & Antwerp

**BRITISH INDIA-APCAR SAILINGS (South)**

JANUS	3,000	23rd Feb.	Singapore, Penang, N'goun & via Singapore & Calcutta.
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**EASTERN & AUSTRALIAN SAILINGS (South)**

EASTERN	4,000	6th Mar.	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
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**SAILINGS TO SHANGHAI & JAPAN.**

DEVANHA	8,000	26th Feb.	Shanghai & Japan.
TAKADA	7,000	27th Feb.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 2 ft. x 1 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE &amp; CO.

22, Des Voeux Road Central. Agents.

**N. Y. K.**

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SPATTLE &amp; VANCOUVER via N'hai &amp; Japan ports.

Through Bills of Lading issued to all ports in U.S.A. &amp; Canada.

KASHIMA MARU (Nagasaki direct) Friday, 24th Mar., at 11 a.m.

SUWA MARU Friday, 7th April, at 11 a.m.

MARSEILLES, LONDON &amp; ROTTERDAM via Singapore, etc.

HARUNA MARU Friday, 3rd Mar., at 11 a.m.

KAMO MARU Friday, 17th Mar., at 11 a.m.

HAMBURG via LONDON, HULL &amp; ROTTERDAM.

MATSUMOTO MARU Saturday, 18th February.

LIVERPOOL, via MARSEILLES.

TAMURA MARU Monday 13th March.

SYDNEY &amp; MELBOURNE via Manila, etc.

TANGA MARU Tuesday, 21st Mar., at 11 a.m.

NIKKO MARU Tuesday, 14th Apr., at 11 a.m.

NEW YORK via PANAMA &amp; CUBAN PORTS.

TAKETOYO MARU Wednesday, 22nd February.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES via Cape.

KANAGAWA MARU End of March.

BOMBAY via Singapore, Penang &amp; Colombo.

TAKETOYO MARU Thursday, 23rd Feb.

CALCUTTA via Singapore, Penang &amp; Hongkong.

NAGASAKI, KOBE &amp; YOKOHAMA.

NIKKO MARU Friday, 17th Mar., at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

TOYOHASHI MARU Wednesday, 22nd Feb.

ATSUTA MARU Thursday, 24th Mar., at 11 a.m.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 &amp; 293. K. H. KAMEI, Manager.

**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on	Will leave on	For
Tjikini	Java	in port	to-day	K'lung, S'hai
Tjimanok	Java	in port	to-day	Amoy/S'hai
Samarinda	Java	in port	to-day	Amoy/S'hai

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on	Will leave on	For
SWAN	Java	in port	to-day	Amoy/S'hai

Through Bills of Lading issued to U.S.A. and Canadian Overland Ports.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

**DODWELL & CO., LTD.**

REGULAR SAILINGS TO NEW YORK &amp; BOSTON

FOR NEW YORK &amp; BOSTON.

S.S. "DACRE CASTLE" Sailing on or about 1st March.

"BOLTON CASTLE" via Suez sailing middle of March.

**LLOYD TRIESTINO.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

**FOR SHANGHAI.**

S.S. "TRACIA" Sailing on or about 23rd February.

S.S. "MERANO" Sailing on or about 15th March.

**For BRINDISI, VENICE & TRIESTE.**

Via Singapore, Penang and Colombo.

S.S. "TRACIA" Sailing end of March.

S.S. "MERANO" Sailing on or about 1st April.

Passengers' Luggage can be insured at the office of the Agents.

**NATAL LINE OF STEAMERS.**

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LTD.

Agents.

Telephone 1030.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
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CHANGSHA

These dates cannot be relied on.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield &amp; Swire.

Telephone No. 36.

Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO. LTD.)

FREIGHT &amp; PASSENGER SERVICE

FAR EAST UNITED KINGDOM &amp; CONTINENT.

HOMeward PASSENGER SERVICE.

Steamer	Sailing
City of Simla	Middle of Mar. M'les, L'lon, R'dam & H'burg
City of Calcutta	10th May

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.,

or to REISS &amp; Co. Canton. General Agents.

**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA &amp; JAPAN Service.

OUTWARDS.

Vessel. Due Hongkong.

M.V. "GLENARIFFE"	2nd March.
"GLENOLLE"	17th March.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges.
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S.S. GLENSHANE	25th Feb.	GENOA, M'LES, L'DON & H'BURG.
" GLENADE	10th Mar.	GENOA, L'DON, H'BURG, A'WERP.
" GLENAMOY	24th Mar.	L'DON, R'DAM, H'BURG, A'WERP.
" GLENTARA	2nd Apr.	GEN A L'DON, R'DAM, H'BURG.
" GLENARIFFE	18th Apr.	GENOA, L'DON, R'DAM, H'BURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON &amp; CO., LTD

AGENTS THE GLEN LINE, LTD

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Yuensang	Thurs. 23rd Feb. at 3 p.m.
SHANGHAI	Waishing	" " " at d'light.
HAIPHONG via Hoihow	Loksang	" " " at 10 a.m.
BANGKOK	Chunsang	" " " at 10 a.m.
SANDAKAN	Mausang	" " " at noon.
STRAITS & Calcutta	Fooksang	" " " at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon. SHANGHAI LINE: Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passenger and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" &amp; "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong &amp; Tientsin calling at Weihaiwei &amp; Chefoo. BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

**CALCUTTA LINE.**

S.S. "Fooksang" will be despatched on or about Thursday, 23rd Feb., at 3 p.m. for SINGAPORE, PENANG &amp; CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON &amp; CO., LTD.

Telephone No. 215. General Managers.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW & SINGAPORE	Kingyuan	24th Feb.
MANILA, CEBU & ILOILO	Taming	" "
HOIHOW	Hoihow	" "
SHANGHAI	Luchow	" "

These dates cannot be relied on.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

or Freight or Passage apply to

BUTTERFIELD &amp; SWIRE.

Telephone No. 36.

Agents.

Hongkong Feb. 21, 1922.

**DOUGLAS STEAMSHIP CO. LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haihong	W. C. Patmore	TUES., 21st Feb. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik &amp; Co.,

General Managers.

**NANYO YUSEN KAISHA.**

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service between

JAPAN, HONGKONG &amp; JAVA.

For Batavia, Samarang &amp; Sourabaya.

S.S. CHERIBON MARU Sailing on or about 5th Mar.

" MACASSAR MARU Sailing on or about 25th Mar.

For Moji, Kobe &amp; Yokohama.

S.S. SAMARANG MARU Sailing on or about 6th Mar.

" BORNEO MARU Sailing on or about 27th Mar.

For further particulars please apply to—

K. SUZUKI,

Manager.

Tel. No. 2706.  
Second Floor, Prince's Building.

SHIPPING NEWS.

O.S.K. DIVIDEND.

A dividend of ten per cent. for the second half of the year 1921 has been declared by the Osaka Shosen Kaisha.

B.I.S.N. CO.

Messrs. William Doany and Brothers, Dumbarton, have launched the turbine steamer Ethiopia, the one hundredth vessel which they have built for the British India Steam Navigation Co. during the last 60 years. The vessel is 410 feet long.

CARDIFF STEAMERS LTD TO JAPAN.

The s.s. *Pencil* (ex *Usurth*), 5,200 tons dw., built in 1910, owned by the Pencil Steamship Company, Limited, Cardiff, is reported sold to Japanese owners for about £35,000. She was purchased by the Pencil Company in May 1919 for about £27,000.

I.C.S.N. CO'S NEW STEAMER.

The Indo-China Steam Navigation Company's new steamer Kutsang made successful trials at sea on January 30, averaging over 13 knots in boisterous weather. She returned to the Tyne to prepare for her voyage to Hongkong. The vessel is 434 feet long, has a beam of 34 feet and a depth of 31 feet and carries 7,800 tons of deadweight on a draught of 26½ feet. She was built to Lloyd's highest class with engines of 3,300 horse-power.

ENGLISH SHIPPING REPAIRS FOR HAMBURG.

English shipowners have of late placed orders for the repair of ships with shipyards in Hamburg in view of the lower rates quoted for the work by German shipbuilders. As this has been accompanied by unemployment to the extent of 25 per cent. at the London dockyards, the English shipbuilders are conferring about suitable counter measures to be adopted to ameliorate the present difficult situation.—Shipping and Engineering.

LONDON'S ALLEGED INABILITY TO HANDLE CARGOES.

At a meeting of the Hull Chamber of Commerce and Shipping, it was reported that the New Zealand Government had started a movement to improve the distribution of New Zealand produce in England by utilising the provincial ports, as London, owing to dock congestion, could not deal promptly with cargoes. The New Zealand Government, it was stated, were endeavouring to arrange for a direct line of steamers to English provincial ports for New Zealand produce, and Liverpool, Hull and Manchester were seeking to secure this new business.

THE PORT OF MANILA.

To provide for the transfer of the Arrastre division of the bureau of customs from the direct control of the insular collector and at the same time to safeguard the interests of the shipping companies, exporters and importers, who have complained regarding methods of procedure now in vogue with regard to the handling, safeguarding and delivery of cargo, a Bill supported by the Governor-General, the Secretary of Finance, and the Associated Steamship Companies has been submitted to the presiding officers of both houses of the legislature. The government will not lose control but will exercise it through a commission of the port. The Bill is entitled "An Act to Create a Commission of the Port for the Port of Manila."

PROPOSED REORGANISATION OF U.S. SHIPPING BOARD.

The reorganization of the United States Shipping Board and the completion of its ship-building programme will cost the country another \$25,000,000, according to estimates submitted to President Harding by the chairman, Mr. Lasker, who promises that if Congress will vote such sum the Government's merchant fleet can be placed on a paying basis. In connection with the proposed ship subsidy the Legislation Committee, representing private American shipowners, has reported, states the New York correspondent of the *Daily Telegraph*, that it is in favour of the Shipping Board selling the remaining ships as rapidly as possible on liberal terms at prevailing world-market prices, and that there be established a \$25,000,000 merchant marine loan fund under the administration of the Shipping Board, to be raised by a bond issue, the money to be lent to shipowners, builders, and operators at an interest of not less than 2 per cent. The committee recommended, in addition, direct Government aid to American shipowners by regular payment basis on the difference in wages, subsistence cost, postal subvention, and insurance between U.S. and foreign ships.



## NOTICE.



## CAPSTAN

NAVY CUT

The Standard Tobacco



This advertisement is issued by the Proprietors of the Standard Tobacco Co., Ltd., London, Ltd.

## PEER'S SON AS MYSTERY MAN.

Strange Career of the Hon. V. Gibson.

Found sitting dead in a chair at the Crown Hotel at Horsham, last month, a mysterious Irishman has been identified as the son of the late Lord Ashbourne, fourth son of the first Baron Ashbourne, and brother of the present peer.

In conversation he had declared that he was a rebel, known under six names in Ireland; Educated at Cambridge and Trinity College, Dublin.

An explanation of the first of these strange statements—since he was an undoubted loyalist—was given by a friend of the family, who said that once, when travelling in Central Africa, the dead man contracted malaria in a severe form and had been subject to periodic attacks.

"It was while these attacks were gripping him," added the informant, "that he would sometimes talk rather wildly. His remarks about being a rebel, and being known by six different names in Ireland are to be attributed to this cause."

Mr. Gibson had lived for several years at The Knoll, Peaslake, Surrey—where Lord Ashbourne also has a residence—and a few days before his death he visited the White Horse Hotel, Dorking. He was well known to the manager, according to whom he "looked a total wreck." In reply to a remark that he was not looking well, he replied, "No, I think I have a touch of the flu."

## DORKING TO HORSHAM.

"On Thursday morning," said the manager "he paid his bill and stated that he was going to town and would probably return in the evening. He came back at about 6 o'clock, ate very little dinner, but said that he felt very much better."

On Friday he announced that he was going to his house at Peaslake. When he returned he said that he had seen his little daughter. During the afternoon he had a short sleep in the lounge and then went out for a walk. That was the last I saw of him.

He reached Horsham that evening with no luggage, and engaged a room at the Black Horse Hotel, paying £1 deposit and signing the visitors' book with the address "Dublin" attached to his name.

Next day he went to the Crown Hotel, and, receiving permission to await some friends, whom he appeared to expect, he settled in the chair in which he was afterwards discovered dead. The only money in his possession was 3d.

The Dowager Lady Ashbourne, mother of Mr. Gibson, who lives in Basil-street, London, S.W., was unable to see a representative who called. She had, however, prepared the following written statement:

The Hon. Ernest Victor Gibson had suffered recently from a severe attack of influenza, and had been under medical treatment in London. He was in a weak condition when he left London for Surrey last week.

His friends here knew nothing of his subsequent movements until the report of his death in the newspapers. Mr. Gibson was educated at Wellington College, Trinity College, Cambridge, where he was a member of the Pitt Club. He served in the South African War with the Imperial Yeomanry, and had the distinction of being an hon. lieutenant in the Army and a temporary commander in the R.N.V.R.

He was called to the Bar in Dublin 21 years ago. He had been married twice—in each instance to an American—and there are two children—a boy and girl—by the second marriage.

## THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Watanabe to Nipponkan Hotel, from Osaka.  
Tosokawamura to Okanokiku No. 13 Kaibozai, from Misumi, Osaka, from Osaka.  
Bury Hongkong Club, from Shanghai.  
Osborne Morgan Express Russia, from Shanghai.  
Moricho Chokogaras, from Osaka.  
Cheungkemwu to Manshuan-woo No. 29 Des Voerx Road, from Tientsin.  
Singkee, from Shanghai.  
Hingkee West Yungon Tram Road, from Shanghai.  
Manshuanchan 164 Queens Road, from Amoy.  
Leeon, from Amoy.  
Leeyewtong, from Shanghai.  
Honshekan Kwongfookseung, from Yokohama.  
L. Wahyik Waiyip, from Yokohama.  
Wingsingchong, from Yokohama.  
Youngsueung Taitung Hotel, from Amoy.  
Taiseng Co. Shanghai, from Tientsin.

TH. KRING.

Superintendent.

Hongkong, Feb. 15, 1922.

"Wanderlust" was a strong characteristic of the dead man. He had visited most parts of the world, including Greenland, the Antarctic and Central Africa. He used to indulge his taste by wandering about England, carrying no luggage, his course shaped by his impulses. He was an accomplished linguist. At the inquest a verdict of death from syncope was returned. There was no evidence of self-destruction, said the Coroner.

## HOTELS.

## HONGKONG HOTEL

## PEAK HOTEL

## REPULSE BAY HOTEL

Hongkong Hotel Co., Ltd.

## KING EDWARD HOTEL.

CENTRAL LOCATION.  
ELECTRIC LIFTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.  
Tel. 373. Telegraphic Address: "VICTORIA" J. WITCHELL, Manager.

## EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.  
THE PREMIER HOTEL. FINEST SITUATION.  
EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

## KINGSCLERE HOTEL MID-LEVEL

KNUTSFORD HOTEL KOWLOON  
SACHSE, LENNOX & Co., General Agents  
Are resident Managers.

## EXCHANGE.

(Opening Rate: closing Rate on Page 11.)  
SELLING.

1/1	2/3 1/4
Demand	2/3 1/4
10 d/s	2/3 1/4
30 d/s	2/3 1/4
1 m/s	2/3 1/4
5/1 Shanghai	Nom.
5/1 Singapore	107 1/2
5/1 Japan	112
5/1 India	137
Demand, India	—
5/1 San Francisco	53 1/2
& New York	53 1/2
5/1 Java	111
5/1 Marks	Nom.
5/1 Francs	6 00
Demand, Paris	—

## BUYING.

1 m/s L/C	2/3 1/4
1 m/s D/P	2/3 1/4
6 m/s L/C	2/3 1/4
30 d/s Sydney and Melbourne	2/3 1/4
30 d/s San Francisco & New York	53 1/2
4 m/s Marks	Nom.
1 m/s Francs	6 40
5 m/s Francs	6 55
Demand, Germany	—
Demand, New York	53 1/2
5/1 Bombay	Nom.
Demand, Bombay	137
5/1 Calcutta	Nom.
Demand, Calcutta	137
5/1 Yokohama	112
Demand, Manila	116
Demand, Singapore	107 1/2
Demand, Batavia	141
5/1 Haiphong	Nom.
5/1 Saigon	Nom.
5/1 Bangkok	85 1/2
Sovereign	8
Gold leaf per Tael	33 1/2
Bar Silver, ready	33 1/2
forward	33 1/2
Bank of England rates 5%	—
New York/London	43 1/2

## SUBSIDIARY COINS.

Hkong 50 ct. pieces	par
10 "	1/2% pm.
5 "	4 1/2% dis.
Canton sub.coins	17 1/2% dis.
Hongkong Feb. 21, 1922.	—

## METEOROLOGICAL.

Previous Day	on date	on date
Barometer	30.00	30.00
Temperature	62	57
Humidity	71	77
Wind Direction	S.W.	N.E.
Wind Force	2	1
Weather	0	0
Rain	0.50	0.60
Highest open air	—	—
Temperature on the 19th	63	—
Lowest open air	—	—
Temperature on the 20th	56	—
T. F. CLAXTON, Director.	—	—
H. K. Observatory, Feb. 21.	—	—

## NOTICE.



mitsubishi shoji  
KAISHA, LTD.

(MITSUBISHI TRADING CO. LTD.)  
COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF COAL MINES  
YAMAGUCHI, OCHI, KOCAYAMA  
YOSHIMOTO, HIGASHI, KAMAZU, SAIL,  
SHINKEI, KANADA, KAMAMATSU, SIBA,  
MITSUBISHI.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.  
BRANCHES AND REPRESENTATIVES:—NAGASAKI, KATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSUBUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, TSINGTAO, HANKOW, SHANGHAI, HONGKONG, SINGAPORE, SOERABAYA, SYDNEY, LONDON, BERLIN, LYONS, PARIS, NEW YORK & SEATTLE.

Cable Address:—WASAKI.  
Codes:—A.I.A.C. 5TH ED.,  
Western Union and Bentley.

AGENCIES FOR:—THE MITSUBISHI MARINE AND FIRE INSURANCE CO.  
THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to:—  
S. OKUBO, Manager,  
No. 14, Pedder Street Hongkong.

## PEAK TRAMWAYS CO., LTD.

## TIME TABLE.

WEEK DAYS.	Every 15 min.
7.00 a.m. to 8.00 a.m.	15 min.
8.00 a.m. to 9.00 a.m.	15 min.
9.00 a.m. to 10.00 a.m.	15 min.
10.00 a.m. to 11.00 a.m.	15 min.
11.00 a.m. to 12.00 p.m.	15 min.
12.00 p.m. to 1.00 p.m.	15 min.
1.00 p.m. to 2.00 p.m.	15 min.
2.00 p.m. to 3.00 p.m.	15 min.
3.00 p.m. to 4.00 p.m.	15 min.
4.00 p.m. to 5.00 p.m.	15 min.

## NIGHT CARS.

1.00 p.m. to 2.00 p.m. 15 min.  
2.00 p.m. to 3.00 p.m. 15 min.  
3.00 p.m. to 4.00 p.m. 15 min.  
4.00 p.m. to 5.00 p.m. 15 min.

## SATURDAYS.

EXTRA CAR 15 min. intervals.  
1.00 p.m. to 2.00 p.m. 15 min.  
2.00 p.m. to 3.00 p.m. 15 min.  
3.00 p.m. to 4.00 p.m. 15 min.  
4.00 p.m. to 5.00 p.m. 15 min.

## SUNDAYS.

7.00 a.m. to 8.00 a.m. 15 min.  
8.00 a.m. to 9.00 a.m. 15 min.  
9.00 a.m. to 10.00 a.m. 15 min.  
10.00 a.m. to 11.00 a.m. 15 min.  
11.00 a.m. to 12.00 p.m. 15 min.  
12.00 p.m. to 1.00 p.m. 15 min.  
1.00 p.m. to 2.00 p.m. 15 min.  
2.00 p.m. to 3.00 p.m. 15 min.  
3.00 p.m. to 4.00 p.m. 15 min.  
4.00 p.m. to 5.00 p.m. 15 min.

## NIGHT CARS.

As on Week Days.  
At all Week Days.

## SPECIAL CARS.

BY ARRANGEMENT AT THE COMPANY'S OFFICE,  
HONGKONG TRAMWAYS CO., LTD.

## ENTERTAINMENTS.

## THE CORONET.

"THE  
INFERIOR  
SEX."

## KOWLOON THEATRE

TO-NIGHT at 9  
ROULETTE  
DANCE.

Tickets, \$1.00 each  
at MOUTRIE'S

## HONGKONG THEATRE

Telephone No. 2511.

TO-NIGHT at 5.15 and 9.15 p.m.

An Excellent Triangle-feature.

## WATER LILY

featuring the popular screen favourite

## ALICE MANN

followed by a Mack Sennett Comedy

## "TEDDY AT THE THROTTLE"

IN TWO REELS.



Hongkong's Most Modern Picture Palace. Entirely Under British Management.

5.15 p.m. and 9.15 p.m. performances.

## MITCHELL LEWIS

## KING SPRUCE

6 parts.

From the Novel by Holman F. Day.

2.30 and 7.15 p.m. performances

EILEEN SEDGWICK in "DIAMOND QUEEN"

Episodes, 14 and 15.

Usual Prices BOOKING AT THE THEATRE.

## WEATHER REPORT.

Feb. 20d. 11h. 45m.—Warning to Hongkong, Coast Ports, &c. A depression or typhoon in Lat. 17° N. and Long. 131° E. direction unknown, position uncertain.

Feb. 20d. 11h. 50m.—Pressure has increased slightly over N.E. Japan and decreased slightly in other districts. There appears to be a depression far to the west of Luzon. Its direction of motion is at present unknown.

Moderate monsoon may be expected along the S.E. coast of China.

Hongkong, Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 7.73 inches, against an average of 2.59 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to N.E. winds, moderate; fair.

2 Formosa Channel N.E. winds, fresh.

3 South coast of China, between H.K. & Lamcocks, The same as No. 1.

South coast of China, between H.K. & Hainan, The same as No. 1.

T. F. CLAXTON, Director, H.K. Observatory, Feb. 20, 1922.

## TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half past at the 55th minute and full past at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z", on the storm signal mast.

Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 56m. 0s. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute. The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

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